

# LAND USE ELEMENT

of the

## GENERAL PLAN

of the

## CITY OF REDDING

1992 - 2012

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## **I. INTRODUCTION**

### **A. PURPOSE AND CONTENT OF THE LAND USE ELEMENT**

The purpose of the Land Use Element is to establish a framework to direct the physical development of the City. The Land Use Element is the primary vehicle ensuring the logical organization of the various land uses and encouraging timely provision of public facilities to meet the needs of the Redding Planning Area.

The Land Use Element provides a basic understanding of long-term intentions of the City to both public decision-makers and private citizens. As a result, both public and private land use decisions made daily can be juxtaposed to a stable overall framework established for the City.

The Land Use Element of the Redding General Plan is a comprehensive statement of the City's development and land use goals and policies. It depicts in written and graphic form the City's intentions for development, redevelopment, growth, and use of public and private properties within the Redding Planning Area through the year 2010. All land use planning decisions made for the City of Redding must be consistent with the stated goals and policies of this document.

The Land Use Element contains goals, policies, implementation measures, and a diagram indicating the planned location, amount, and intensity of residential, commercial, industrial, public and open-space lands. The land use goals and policies need to be considered together with the Land Use Diagram to assess the City's intentions for future development and conservation within the community. The Land Use Diagram implements the goals and policies contained throughout the General Plan and is incorporated herein by reference. The Land Use Diagram is a series of detailed maps. Copies of these maps are available in the Department of Planning and Community Development.

The Land Use Element should be consulted by property owners, developers and public officials before preparing applications for consideration by the City. This Element should be referred to when making business, public facility or residential location decisions where the location and nature of future land uses are needed. Whenever community issues affecting land use are being discussed, it is appropriate to refer to the text and Land Use Diagrams of the General Plan.

### **B. AUTHORITY FOR THE LAND USE ELEMENT**

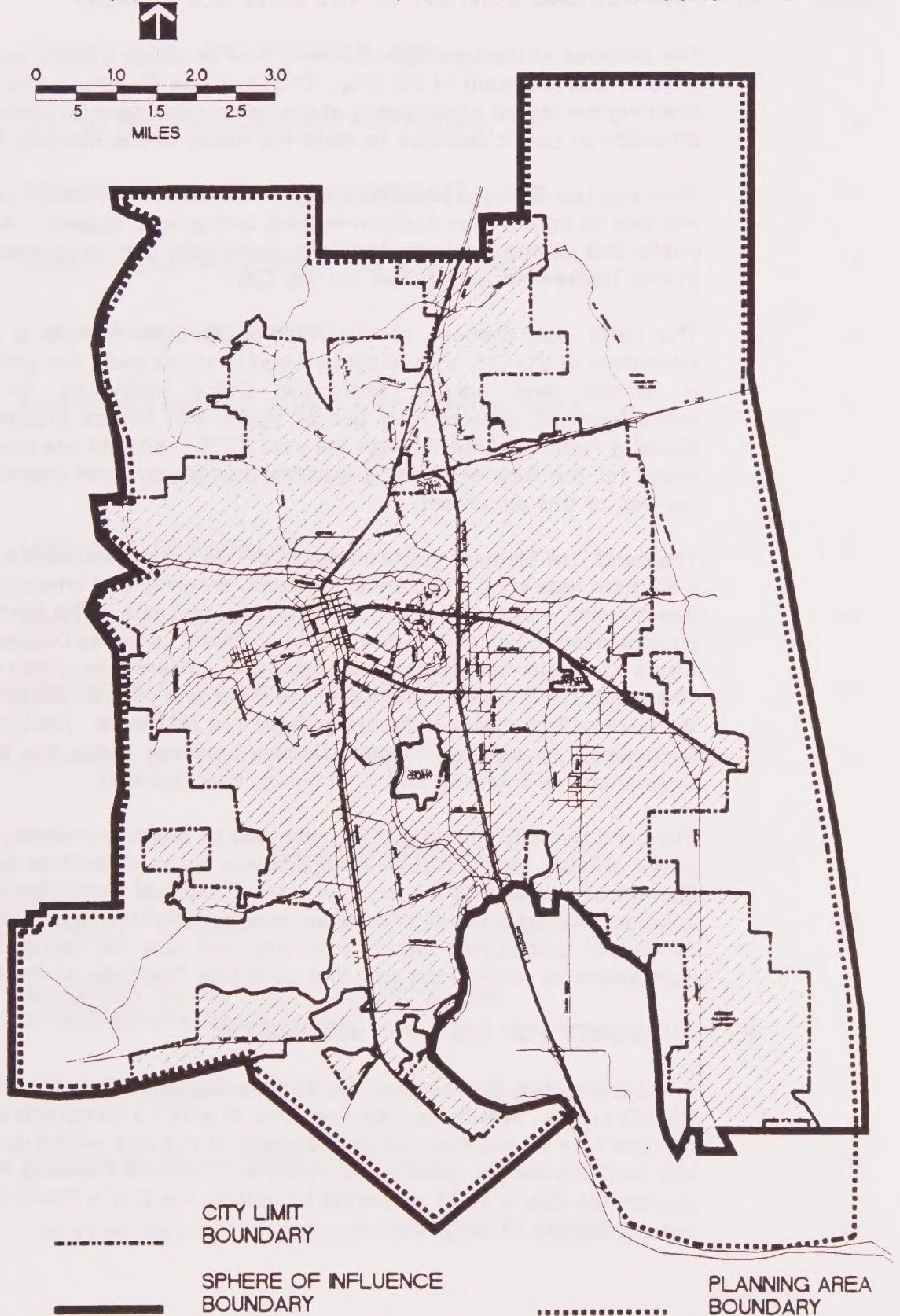
The General Plan derives its authority from California Government Code Section 65300 et seq., which requires each city to adopt a comprehensive, long-term, General Plan for the physical development of the area within its jurisdiction and any land outside its boundaries which is within its Planning Area. Figure 1, depicts the City's 1991 corporate boundary, the City's Planning Area, and the current Sphere of Influence.



FIGURE 1

CITY OF REDDING

CORPORATE, SPHERE OF INFLUENCE, & PLANNING AREA BOUNDARIES





Government Code Section 65302 [a] requires that the Land Use Element designate the proposed general distribution and general location of housing, business, industry, open space (including agriculture, cultural resources, recreation, and enjoyment of scenic beauty), education, public buildings and grounds, solid- and liquid-waste disposal facilities, and other categories of public and private uses of land.

### **C. RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS AND OTHER PLANNING DOCUMENTS**

The Land Use Element is one of seven mandatory and two optional elements which comprise the Redding General Plan. The other eight General Plan Elements are: Circulation, Housing, Noise, Safety, Seismic, Conservation and Open Space, Scenic Highways, and Recreation. Together, these Elements constitute an integrated set of goals, policies and action programs which address land use planning within the City's Sphere of Influence and the Redding Planning Area.

The policies contained in the Land Use Element are consistent with policies in the other Elements of the General Plan. These policies are purposefully general to guide interpretation of the Land Use Diagram definitions.

As stated, the scope and content of this Element is largely governed by General Plan Law and Guidelines and the Planning, Zoning and Development Laws of the State of California. There are a number of other plans and programs to consider in the formulation of land use policy; they include:

#### **Area and Specific Plans**

Land use policies contained in this Element call for the preparation and implementation of area or specific plans for certain portions of the Planning Area. These plans are extensions of the Land Use Element and are used to apply policies and standards of each of the General Plan Elements to a specific geographic area. Specific and Area Plans are consistent with the General Plan, but contain more detailed policy direction than the General Plan in order to focus on the uniqueness of different geographic areas. They are extremely useful because they can be used to directly involve the residents of an area in shaping their own community or neighborhood.

The City of Redding has adopted 16 Area Plans and one Specific Plan within the City's Planning Area, as depicted in Figure 2, Area and Specific Plans Map. Over 46,000 acres, or 75 percent of the Planning Area, is contained within a Specific or Area Plan. Over the next ten years, the City will be consolidating some of the area plans, updating others, and preparing several new ones as a result of annexations.



The Land Use Element lists all of the land use designations employed in the City. These same designations are used in the Area and Specific Plans. Occasionally, circumstances applicable to a particular situation may warrant a slightly different description or additional refinement of a designation. Such refinements are described in individual Area or Specific Plans. When there is a conflict between an Area or Specific Plan and the General Plan, the more restrictive policy shall apply.

Table 1 lists the Area Plans and the Specific Plans which have been adopted to date, including size of the area and the year adopted.

Areas within the Sphere of Influence but not covered by the Redding General Plan shall utilize the County General Plan to determine the land use, using the closest equivalent City General Plan classification.

Figure 3 illustrates the Area Plans which are intended to evolve over the next twenty years. It will be the goal of the City to use these areas which are related by natural boundary, transportation corridor, neighborhood identity, public facility or topography as a foundation for planning and an update process.

See Implementation Program Section VII (Programs 3 & 23) for General Plan and Area Plans update schedules.

### **Zoning Ordinance**

The Zoning Ordinance and its graphic depiction, the City's zoning maps, are the primary implementation mechanisms for the Land Use Element and the goals and policies contained herein. For this reason, it is important that the Zoning Maps be consistent with the Land Use Diagram contained in the General Plan. The land use designations contained in this element and the boundaries of each category included correspond to one or more zoning districts identified on the Zoning Maps. See Implementation Program Section VII.A.1 for further information regarding the Zoning Ordinance.

### **Redevelopment Plans and Programs**

A number of policies contained in the Land Use Element call for utilizing redevelopment as a means to revitalize and rehabilitate a number of areas within the City. State and Federal law provides for the preparation, adoption and administration of redevelopment plans. Redevelopment plans must be consistent with the City's adopted General Plan. The Land Use Element provides the basis for future redevelopment activity in the City. Figure 4 illustrates the current redevelopment project areas within the City of Redding.



FIGURE 2

EXISTING AREA AND SPECIFIC PLANS

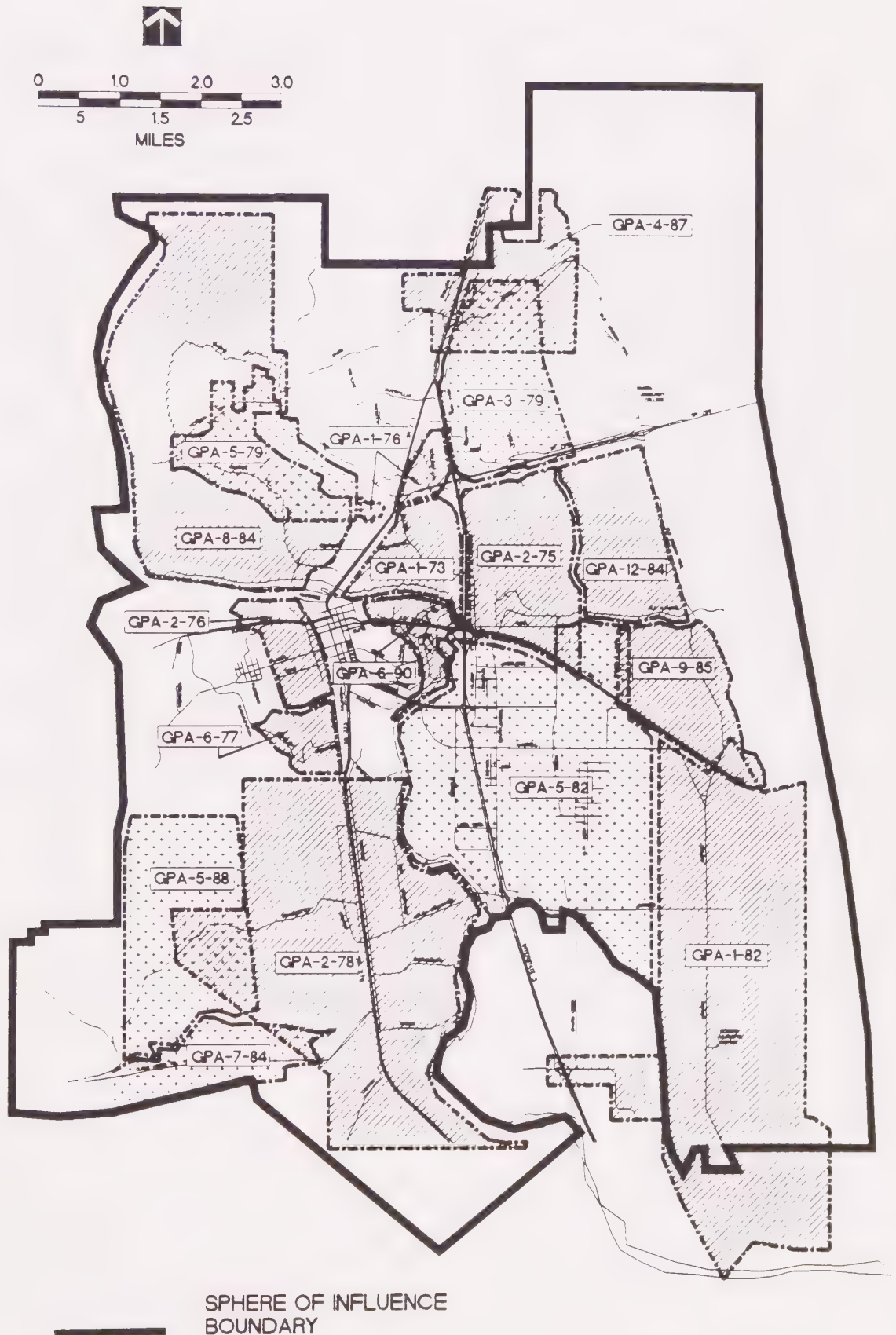




TABLE 1  
CITY OF REDDING  
CURRENT AREA AND SPECIFIC PLANS

Plan	Application #	Acreage	Year Adopted
Hilltop Drive	GPA-1-73	397 Acres	1973
Mt. Shasta Mall Area	GPA-2-75	1,488 Acres	1976
Twin View Plan	GPA-1-76	195 Acres	1976
Magnolia Court Neighborhood Plan	GPA-2-76	165 Acres	1976
Panorama/Buenaventura Area Plan	GPA-6-77	472 Acres	1977
Cascade Community Plan	GPA-2-78	6,800 Acres	1978
Upper Churn Creek Plan	GPA-3-79	2,170 Acres	1979
Sulphur Creek Area	GPA-5-79	1,370 Acres	1979
Municipal Airport Area Plan	GPA-1-82	8,500 Acres	1982
Enterprise Area Plan	GPA-5-82	6,400 Acres	1982
Clear Creek Area	GPA-7-84	1,915 Acres	1984
Quartz Hill Road Area Plan	GPA-8-84	7,083 Acres	1984
Hacienda Heights Area Plan	GPA-12-84	2,000 Acres	1985
Columbia Area Plan	GPA-9-85	1,465 Acres	1988
Oasis Road Area Plan	GPA-4-87	1,794 Acres	1988
Texas Springs Area Plan	GPA-5-88	3,500 Acres	1990
Redding Riverfront Specific Plan	GPA-6-90	500 Acres	1990
TOTAL:		46,214 Acres	
Source: Redding Department of Planning & Community Development, May 1991.			



FIGURE 3

ANTICIPATED AREA AND SPECIFIC PLANS TO 2010

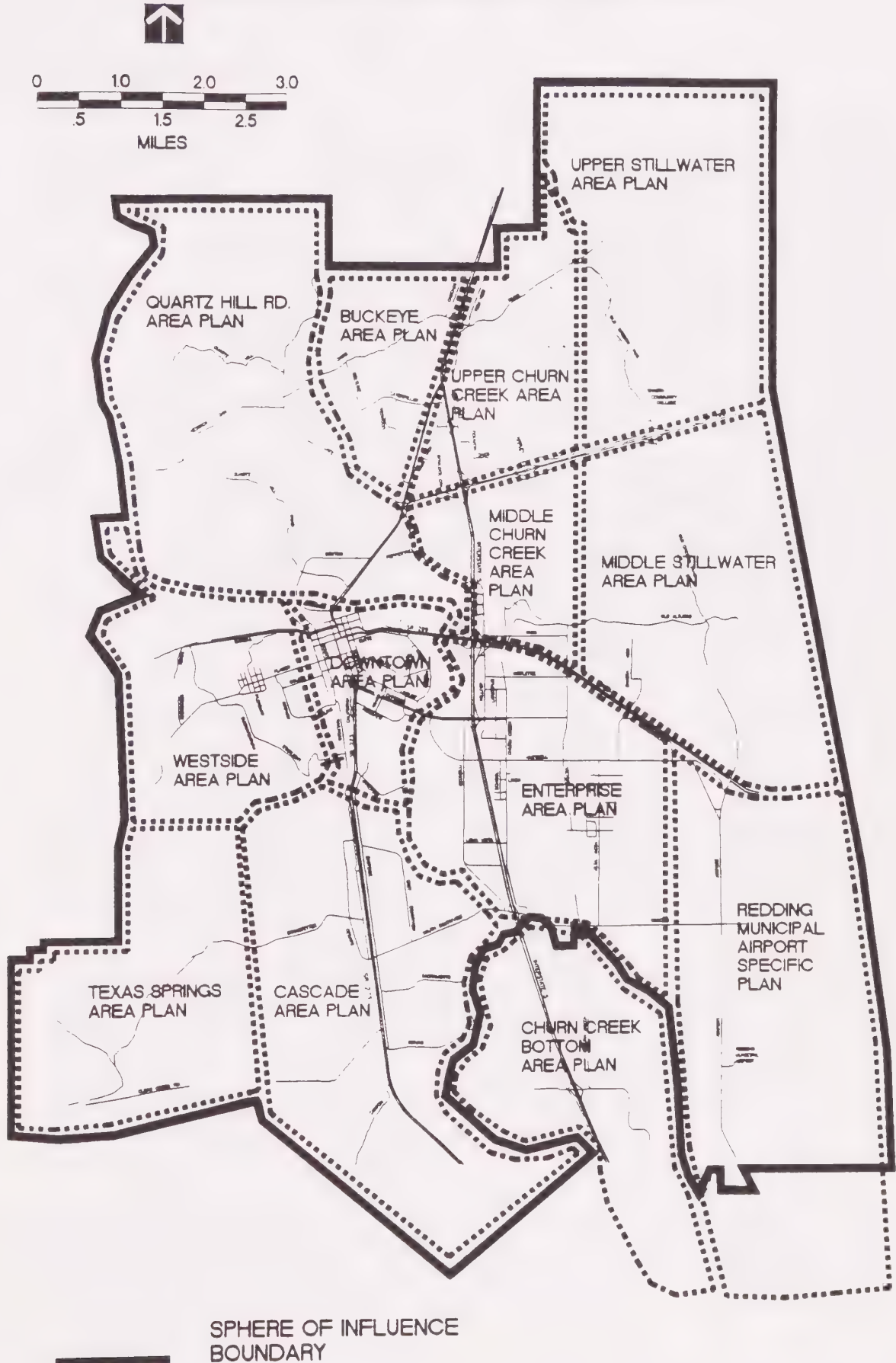




FIGURE 4  
CURRENT REDDING REDEVELOPMENT AGENCY PROJECT AREAS



## **II. BACKGROUND FOR PLANNING**

### **A. THE NATURAL ENVIRONMENT**

The Redding Planning Area occupies the northern tip of the Sacramento Valley where the Sacramento River emerges from the mountains to begin its course to the ocean. Flat, fertile bottom lands along the River are flanked by higher, rolling table land which graduates into the foothills of the mountain rim that surrounds Redding on the west, north and east.

Elevations in the Planning Area range from 400 feet in the lowlands adjoining the River to over 1,200 feet on the hilltops in the western and northern part of the Planning Area. East of the River, the terrain is generally flat, and is broken only by the courses of Churn, Clover, and Stillwater Creeks. The higher terrain along the western edge of the Planning Area is intersected by local creeks that have carved deep ravines and lesser gullies, ranging in depth from a few feet to 200 feet.

The physical environment is accented by a moderate climate with warm summers and mild winters. Summer temperatures rise above 100 degrees on an average of 37 days per year. In winter, temperatures fall below freezing an average of 27 days per year from November through March. It is during this same time that the Planning Area receives two-thirds of the area's annual rainfall, which averages approximately 38 inches. Clear weather is predominate for about 200 days each year.

### **B. URBAN SETTING**

The City of Redding is located within Shasta County in Northern California. It lies approximately 100 miles south of the Oregon border on Interstate 5 and 160 miles north of Sacramento, as depicted in Figure 5. Geographically, the Sacramento River bisects Redding at the northern end of the Sacramento Valley. Redding is the largest population center in Shasta County with approximately 70,000 persons and is also the County seat.

The Redding metropolitan area enjoys a strategic market location among the Pacific Coast states of California, Oregon and Washington. United States Interstate Highway 5 is the major transportation artery running north and south from Mexico to Canada and connects Redding to an estimated Pacific Coast market of 31 million people. Redding lies equidistant (approximately 600 miles) between Los Angeles and Seattle. Redding is also a crossroad with major east-west State highways connecting major Northern California cities and connecting the area with Nevada.

The outdoor lifestyle and environmental amenities have attracted a large, highly skilled labor force to the Redding area. Compared to other communities of similar size, Redding is favored by a positive business climate, low-cost electric power, affordable housing, a low crime rate, and availability of all necessary urban



services such as sewer, water, waste disposal, police, fire, schools and parks. Additionally, the City of Redding provides electrical utilities, animal control, airports, a science museum, Convention Center, Visitors and Convention Bureau, Housing Authority, Redevelopment Agency, an art center, and recreational programs.

### **C. PLANNING BOUNDARIES**

The Redding Planning Area extends beyond the City limits and comprises approximately 70,400 acres, or a little over 110-square-miles, within which the City designates the future use of land. Land uses are designated on the General Plan Land Use Diagram for the entire Planning Area even though much of this land is unincorporated and lies within the jurisdictional authority of Shasta County. (Refer to Figure 1, City of Redding Planning Area.)

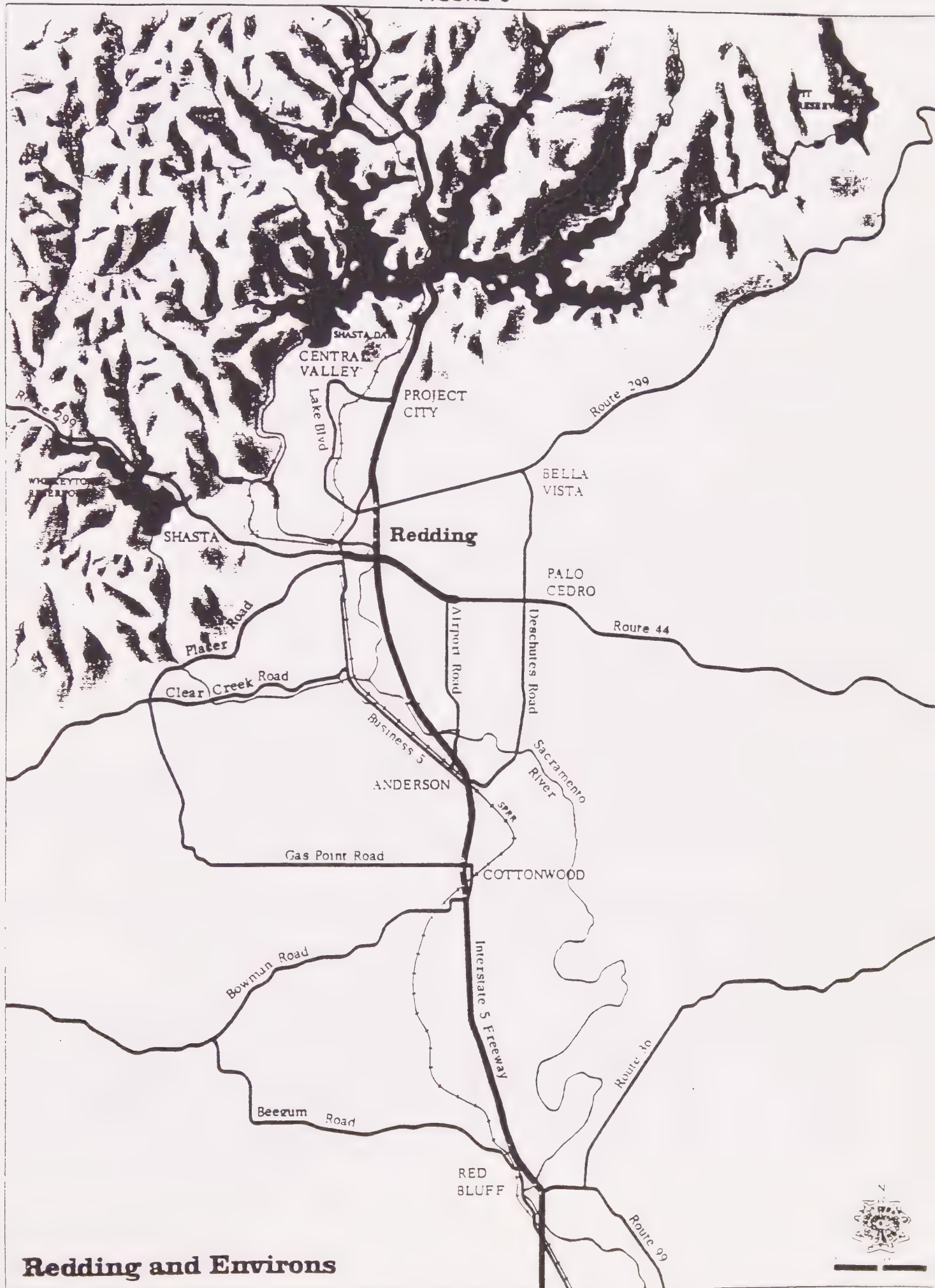
Following closely the boundaries of the Planning Area with only a slight deviation at the southeast end, is the Redding Sphere of Influence, a 100-square-mile (64,000-acre) area adopted by the Shasta County Local Agency Formation Commission (LAFCO) in 1988 as the area to which City services and the City boundary can logically be extended within the next 20 to 30 years. The Sphere of Influence contains both incorporated and unincorporated lands. The incorporated City limits in January 1991 contain 52.8 square miles over which Redding exercises zoning control and police powers and provides most public services.

"Sphere of Influence" is a term used to identify those areas which are likely to become a part of the City someday. By State statute, a sphere of influence is "a plan for the probable ultimate physical boundaries and service area of a local governmental agency." From an intergovernmental standpoint, a sphere of influence indicates to public agencies who is expected to provide services to a given area. In some instances it may be only the City, while in others it may be the City and a special district.

Spheres are developed taking into consideration present and projected uses of an area, present and probable need for services, and capacity and ranges of services provided. From the City's perspective, a sphere should accomplish the following objectives:

1. Provide land for City growth.
2. Reserve land for future urban needs.
3. Minimize conflict with other jurisdictions.
4. Promote cost-effective extension of services.
5. Encourage coordination of plans and services between jurisdictions.
6. Minimize "turf" as a planning issue.
7. Be stable enough to allow a commitment of resources.
8. Protect significant investments.

FIGURE 5





In terms of planning, many public facilities and streets will have 40 to 50 and in some cases, longer life cycles. Conversely, a general plan typically only looks at the next twenty years of growth. While the land use plan may be a short-term document, the City, and the improvements constructed by its citizens, and the continuing growth will last much longer than the plan.

The City of Redding nearly doubled in size during the last decade and the rate of expansion for the future is not expected to diminish.

The physical size of Redding will be a result of several factors, including:

1. City and other agency's policies regarding annexation, growth versus no growth, economic development and **availability** of services outside the City.
2. Electrical-cost differential between the City and PG&E rates and where power lines are extended.
3. Availability of sewage facilities and where sewer lines are extended.
4. Density or intensity of development.
5. Land-use policies of Shasta County and the Local Agency Formation Commission and competition from other jurisdictions.
6. Land withheld from development.
7. Road networks and public transportation systems.
8. Water availability.

Most of the land annexing to Redding will be vacant or semirural. Annexations are expected to occur in all directions, although annexations to the east and northeast should be larger in size and occur more often than annexations in other directions, due to topography and lot configurations.

Table 2 illustrates the past size and the future area of the City. Figure 6 depicts the location of future annexations over the next 20 years.

#### **D. POPULATION CHARACTERISTICS AND PROJECTIONS**

In a 1990 study of U. S. Metropolitan Areas by Woods and Poole Economics (based in Washington, DC), the Redding metropolitan area was noted as being among the nation's 50 fastest growing areas. The January 1991 population figures published by the State Department of Finance established Redding's incorporated population to be 70,000. This is a 66 percent increase over the 1980 population. By the year 2000, Redding's population is expected to be about 100,000, which is a 42.8 percent increase over the 1990 population.

In 1990 the City contracted with Economic Sciences Corporation of Berkeley, California, to forecast the City's future population growth. Table 3 is the result of the forecast which predicts that Redding's population in 2010 will grow to over 135,000 persons--almost double the present population; and growth will continue.

According to the Federal Census, the County's April 1990 population was 147,036. The ten-year growth rate for the entire County has been about 2.7 percent per year, while in the unincorporated area the annual ten-year growth rate has been 1.8 percent. Table 4 illustrates the projected County's growth through 2005.

For more detailed information regarding the area's population and the main subgroups which comprise the population, the General Plan Housing Element should be consulted.

## **E. ECONOMIC CONDITIONS AND PROJECTIONS**

The City of Redding is located within the Shasta County Labor Market Area which contains a total labor force of 61,525 as of June 1991 (based on statistics compiled by the State Employment Development Department).

Employment rates for Shasta County residents are steadily increasing in both salary and wage sectors. The County's two largest employment segments continue to be government and trade, which together employed 40 percent of the work force in 1986. Steady gains in the service industry have made it the third leading employment sector. Increases in nonagricultural employment are primarily in retail trade, medical services, tourism, recreation, finance, insurance, real estate, transportation, communications and utilities. These people-oriented jobs are less subject to monthly fluctuations in contrast to jobs in natural-resources extraction. Table 5 gives an historical picture of the area's changing labor market and projects labor market composition into 1993. The State's projections have not kept pace with the rapid growth of the area. In 1991, the actual size of the labor force exceeded by 12% the 1993 projection.

As the regional market and government center for Federal, State and local agencies serving an area approximately the size of South Carolina, the Redding Area is a logical location for services and trade sectors of the economy.

The Redding labor market has high productivity with low worker turnover or absenteeism. Due to the seasonal nature of some established industries and the rapid growth in the general population throughout the 1980s, Redding has an abundant labor force available to present and future employers. Wage rates for most occupations are generally below the State average, making it attractive to investors and businesses that may choose to relocate from other urban areas. This employment potential, coupled with inexpensive energy and positive development policies, will continue to stimulate economic growth in the Redding Planning Area.

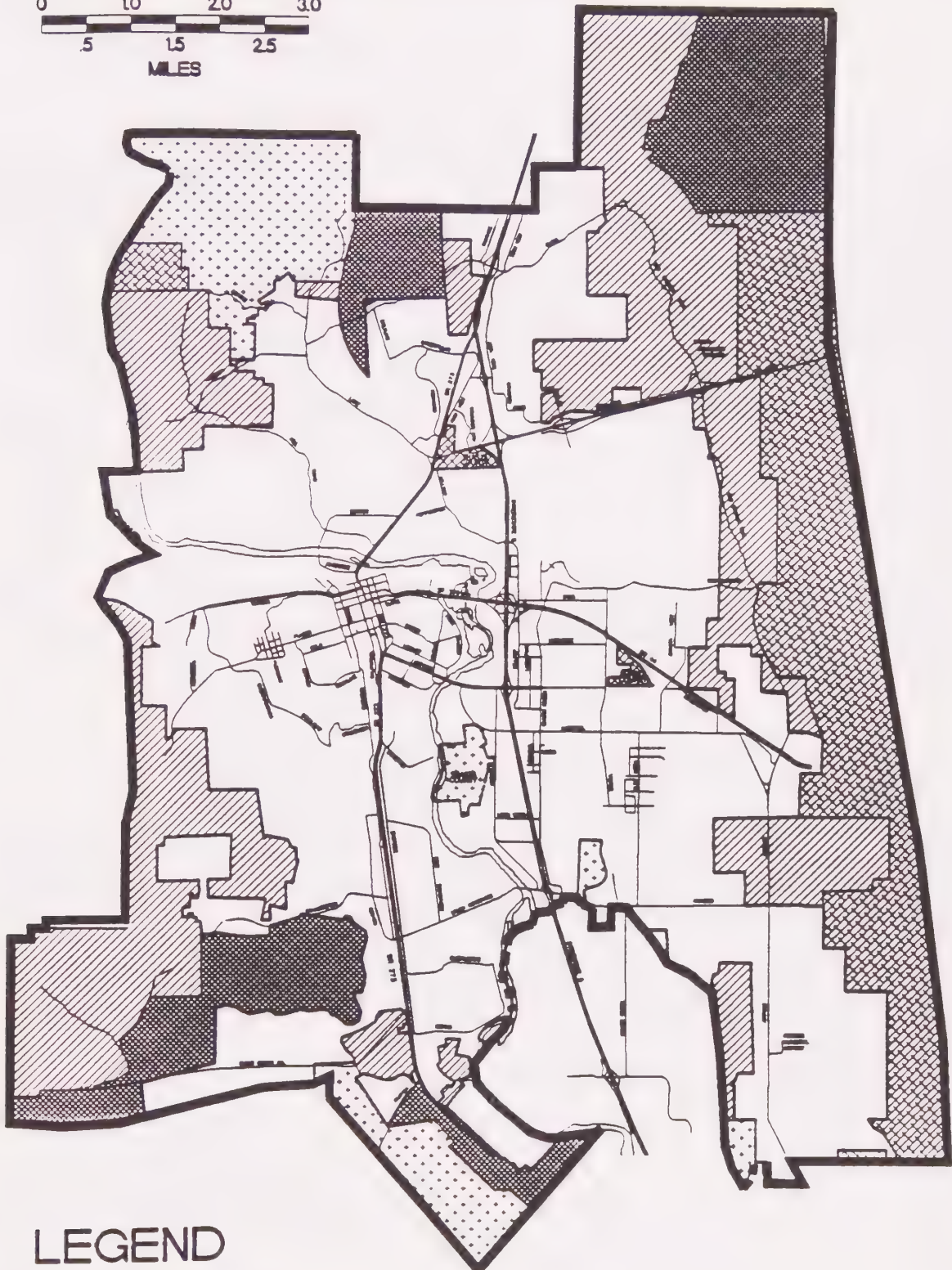
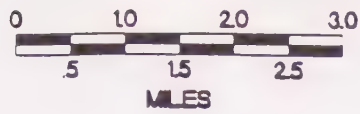


TABLE 2  
CITY OF REDDING  
SIZE

Year	Area	% Increase	Net Increase
January 1, 1960	8.4 Square Miles	94%	3.1 Square Miles
January 1, 1970	15.2 Square Miles	82%	6.8 Square Miles
January 1, 1980	29.9 Square Miles	96%	14.7 Square Miles
January 1, 1990	52.8 Square Miles	74%	22.1 Square Miles
Forecast			
January 1, 2000	68.0 Square Miles	31%	16.0 Square Miles
January 1, 2010	78.0 Square Miles	15%	10.0 Square Miles
January 1, 2020	90.0 Square Miles	15%	13.0 Square Miles
Source: Redding Department of Planning and Community Development, June, 1991.			



FIGURE 6  
ANTICIPATED ANNEXATIONS THROUGH 2010



## LEGEND

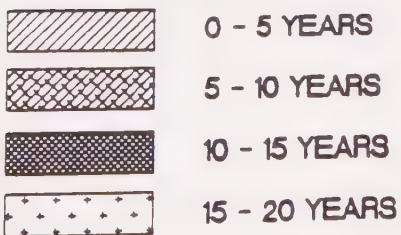




TABLE 3  
REDDING'S POPULATION AND FORECAST

Year	Population	Percent Increase
1980	42,024 (Federal Census)	-----
1985	48,688 (State Dept. of Finance)	15.8%
1990	66,462 (Federal Census)	36.6%
	Forecast *	
1995	83,544	25.7%
2000	102,081	22.2%
2005	118,829	16.4%
2010	135,188	13.8%
* Source: Bill Roberts, Economic Sciences Corporation, San Francisco, April 1990.		

TABLE 4  
SHASTA COUNTY'S POPULATION AND FORECAST  
(Includes Cities of Redding and Anderson)

Year	Population	Percent Increase
1980	115,715 (Federal Census)	-----
1985	128,500 (State Dept. of Finance)	11.0%
1990	147,036 (Federal Census)	14.4%
	Forecast *	
1995	164,400	11.8%
2000	179,600	9.2%
2005	203,100	13.1%
* Source: Forecast published by Kiplinger Letter "County Population Trends, Kiplinger Letter Special Report" (1990).		

## **F. DIRECTION OF GROWTH**

At present, most growth is occurring in the areas tributary to Churn Creek Sewer Trunk Line with scattered infilling elsewhere. After the new sewage-treatment plant is completed in early 1992 south of the Municipal Airport, growth will occur along the Clover Creek drainage area in addition to the Churn Creek area. The plant has the capacity to serve 1,000 acres of planned industrial area around the Redding Municipal Airport and additional capacity will be created on the west side of the community. After the year 1995, it is expected that urbanization will begin occurring east of Stillwater Creek. Figure 7 is a visual representation of the anticipated direction of growth in all land use categories.

Factors influencing location and decision on where urbanization will occur include transportation planning, environmental impact issues, and the cost of land with utilities and good access versus the cost of extending utilities and roads to land on the urban fringe. Additionally, City and County policies will influence the direction of growth.

To the west and northwest, scattered development is expected to occur at slightly lower densities due to the effect of steep slopes and potential flooding along watercourses. The exception could be along Clear Creek Road if sewer trunk and water lines are extended to the west and property owners wish to create smaller parcels.

Significant increases in the amount of commercial land are not expected in the next 15 years; however, both redevelopment and infilling of existing areas will occur as the population increases. There are likely to be several neighborhood centers constructed in different parts of the City. Also, based on recent development requests, there may be additional motel construction during this period. An additional boost to commercial and industrial development will be the City's recent designation as a State Enterprise Zone. This designation carries a term of 15 years and has tremendous potential to influence the growth of industrial/commercial interest in the area. The Shasta Metro Enterprise Zone itself stretches the entire length of the Planning Area and covers 50 square miles. It is comprised of portions of the cities of Anderson and Redding and Shasta County. Of the total land area, over 28 square miles or nearly 57 percent is within the City of Redding. Businesses already located within this zone or establishing in the zone will be eligible for a variety of State and local financial and development incentives.



TABLE 5

REDDING AREA LABOR MARKET COMPOSITION  
 Redding Metropolitan Statistical Area  
 (Shasta County)

Industry	Historical	Historical	Forecasts	New Jobs	% Change
	1989	1990	1993	1988-1993	
<b>TOTAL, ALL INDUSTRIES:</b>	<b>49,150</b>	<b>51,375</b>	<b>54,100</b>	<b>7,150</b>	<b>15.2%</b>
TOTAL, Agriculture, Forestry, & Fishing:	1,300	1,050	1,275	100	8.5%
TOTAL, Nonagriculture:	47,900	50,350	52,825	7,050	15.4%
Construction & Mining:	3,825	4,225	4,100	800	24.2%
Manufacturing:	4,900	5,025	4,925	-225	-44%
- Lumber & Wood Products:	2,100	2,300	2,000	-500	-20%
- Other Manufacturing:	2,800	2,725	2,925	272	10.4%
Transportation & Public Utilities:	3,400	3,600	3,675	400	12.2%
Wholesale Trade:	2,475	2,850	2,750	500	22.2%
Retail Trade:	10,500	11,100	11,750	1,750	17.5%
Finance, Insurance & Real Estate:	1,625	1,725	1,725	150	9.5%
Services:	12,175	12,450	14,325	2,775	24.4%
Government:	9,000	9,375	9,575	900	10.4%
- Federal:	1,325	1,250	1,325	75	6%
- State:	1,275	1,300	1,250	50	4.2%
- Local & Education:	6,425	6,850	7,000	775	12.4%

Source: Employment Development Department "Annual Planning Information", June 1991.





### III. PLANNING FOR GROWTH

#### A. POPULATION HOLDING CAPACITY OF THE GENERAL PLAN

Redding's General Plan constitutes a holding capacity for the City's various land uses. A potential population of over 216,000 persons can be accommodated in Redding's current General Plan area, based on the amount of land presently devoted to the various residential categories. As fringe areas outside the City limits urbanize, the holding capacity will increase because either urban densities are raised or the Planning Area is expanded.

Essentially, what the City of Redding tries to provide is a 100-percent over supply of land at any given time in each land use category. The reasons behind establishing a holding capacity in excess of current land needs are:

1. Permit movement within the market place of locations for development.
2. Avoid lack of land availability, which would raise land prices and subsequently affect housing affordability.
3. Develop a street system that is workable for the next 30 to 50 years.
4. Offset land withheld from development for one reason or another.
5. Allow people to predict changes in land use patterns that will occur in the future.
6. Allow utilities to size their lines and program their capacity requirements.
7. Try to minimize future costs of having to upgrade infrastructure systems or structures because of lack of foresight.
8. Reserve land for future urbanization.

Table A1 in the Appendix identifies the gross acres devoted to each residential General Plan classification within the Redding Planning Area and quantifies the amount of land within each category which remains to be developed. Virtually one-half of the Planning Area is devoted to residential uses. The table also identifies potential dwelling units and population (using population factors based on a combination of 1980 census material, City utility records, and State Department of Finance figures). The table will be updated at least annually to continue to reflect an accurate inventory of developable residential land within the Planning Area.

In addition to the lands within the City presently available for residential development, City staff estimates that as much as 30 square miles could be annexed to the City over the next ten years (See Section IIC). The majority of this land is presently classified as "Residential 3.0 units per acre," or lower density on the General Plan.

Land absorption for Redding since 1988 indicates that approximately 640 acres or about one square mile is used by new development each year. Of this, about 400 acres is consumed by residential use. The remainder is used for commercial, industrial, public, or quasi-public uses. Presently, there are about 28 square miles developed in the City. Another 16 square miles inside the City is unusable because it is too steep, subject to flooding, or held in public ownership. This leaves about 10 square miles to be developed. At the rate of land absorption over the last 8 years, the vacant land within the City would be utilized in about 14 years; however, the current Sphere of Influence will provide about 30 years of room for growth.

## **B. INDUSTRIAL AND COMMERCIAL SPACE NEEDS**

According to a Land Use Survey conducted by Planning staff during the summer of 1991 within the Planning Area, approximately 995 acres are now in service commercial use, and another 2,213 acres are in industrial use. The distinction between uses of a service commercial nature and industry is a fine line, and is more a concern of zoning ordinances and employment classifications than a distinction with any significance for long-range planning purposes. It is quite acceptable, for example, for a service commercial use such as a wholesale distributing firm or a repair service to locate in most industrial areas. Table A2 in the Appendix is an inventory of land designated Industrial or Commercial within the Planning Area by developed and undeveloped acreage. This inventory will be updated on an annual basis to continue to reflect accurately the amount of developable Industrial/Commercial land within the Planning Area.

There are currently three developed industrial parks inside the City of Redding with available sites. Mountain Lakes Industrial Park consists of 530 acres and has all improvements including a rail-spur track. Since its creation in 1970, the Mountain Lakes Industrial Park has absorbed 20 acres of industrial use each year. Peterson Industrial Park consists of 40 acres with full improvements. Scarbrough Industrial Park in South Redding has ten acres of improvements. This pocket industrial park is in close proximity to rail spurs and a variety of lumber and wood-fabricating businesses.

Of all the industrial areas, the Redding Municipal Airport provides the largest concentration of potential planned-industrial sites, which includes 1,105 acres of planned improvements. The potential for aviation/airport-oriented industries is high, particularly with sewers being available early in 1992.



The Municipal Airport property is five to ten minutes from Interstate 5 and Highway 44. All utilities are available, including City electric, PG&E gas, and a 12-inch water main on site. The City is constructing an extended 36-inch sewer trunk line to the Airport to be operating in 1992. The Airport site has many built-in advantages, including a buffer from residential areas, compatible industrial and commercial companies, and close proximity to transportation routes.

The City of Redding has adopted a program for the development of a 97-acre industrial site on the Municipal Airport itself. The engineered plans call for the incremental construction of a 46-lot industrial and commercial park located on the west side of Airport Road, opposite the Airport. Access to each lot is from interconnected cul-de-sacs to a frontage road along Airport Road. Most of the lots are being marketed for industrial or office uses with the exception of two highway/commercial lots that are anticipated to be used as hotel/motel sites or related services that would serve the Airport.

Assuming industrial and commercial service land needs were to increase in proportion to projected Planning Area population growth, the net land requirement would be 4,677 acres in the year 2000 (+45.8%), and 6,192 acres in 2010 (+32.4%). Allowing a 15 percent additional area for streets would result in gross acreage needs of 5,378 acres and 7,120 acres, respectively. Table 5 (Page 18) is a forecast by the State Employment Development Department (EDD) of the growth of wage and salary employment by industry category through 1993 for the greater Redding area. EDD relies primarily upon historical data for its projections and does not take into consideration actions or policies implemented by a community which would extraordinarily accelerate the growth rate of a particular industrial category. It is possible that due to the City's many economic development activities including trade show participation, State Enterprise Zone designation, sponsorship of economic development activities by several local trade groups, economic incentives, and redevelopment of blighted or under-used existing commercial areas, that unprecedented growth will occur over the planning period in the manufacturing and service-commercial industry areas.

If land needs were to increase in proportion to EDD's projection of employment in industrial and commercial service area (assumed as total contract construction employment, one half of transportation, communication and utilities employment, one-fifth of wholesale and retail employment, and one-fifth of service employment projections), the net land requirement would be 2,671 acres by 1993. Fifteen percent additional area added for streets would give gross acreage requirements of 3,071 acres.

Currently within the Planning Area there are 4,353 acres designated "Industrial" and 1,295 acres designated "Service-Commercial." Of these, approximately 2,140 Industrial acres and 300 acres of Service Commercial designated land remain available to be developed.

It is not anticipated that there will be a significant need during the planning period for further land to be designated for industrial use even taking into consideration the strong influences of the community's economic development activities. The relative availability of developable land is expected to remain one of the area's strongest attractions for industry.

### **C. RETAIL AND OFFICE SPACE NEEDS**

The Planning Area now has approximately 467 gross acres designated for office and personal service uses, and another 1,652 gross acres for retail uses, including the Highway-Commercial designation. Of these, approximately 1,334 acres (63%) have been developed. Because Redding's strong office and retailing role is projected to continue, an increase of developed office and retail acreage in line with the projected population increase is likely over the planning period. Improved sales performance per square foot in the larger stores and in shopping centers that otherwise might reduce site needs will be balanced by site development standards calling for more parking and landscaping. An increase in pace with population growth would raise the year 2000 gross acreage need to around 1,945 acres; the year 2010 requirement would be about 2,575 gross acres.

### **D. PUBLIC FACILITIES AND UTILITIES**

#### **Schools**

The Redding Planning Area historically has been served by two high school and 10 elementary school districts, several of which are only partially located within the Area (see Figure 7a). In June 1991, voters from two elementary districts located partially in the northern part of the Area voted to unify along with the northernmost high school of the Area. This action, which in all likelihood will be considered and possibly repeated among other districts within the Planning Area over the next 10 years, serves to consolidate expensive resources and to broaden the voter base served by a district. School facilities within the Planning Area are being stretched to full capacity due to the steady growth of the urban area. Table 6 lists schools in the Planning Area, and indicates site area and 1990 attendance. There are approximately 9,668 public school students in grades kindergarten through eight, and another 3,838 in secondary schools. Private schools accommodate an estimated 1,234 students, almost all of whom are in elementary grades. By the year 2000 the student population for the City of Redding alone is expected to increase to about 15,400 in grades K-8 and 7,290 in grades 9-12, including private school students.

Overall, the estimated ratio of public school students in grades K-12 per dwelling unit is .47 for all of Shasta County and .51 within the City of Redding corporate boundaries. Individual ratios within school districts may vary widely as newer more developed areas tend to support higher student populations per household than do older or more rural neighborhoods.



As mentioned previously, unification will continue to be a widely debated subject within school districts over the next ten years. The most likely candidates for a variety of unification efforts are the large elementary school districts within the City (Redding and Enterprise), several of the smaller districts on the edges of the Planning Area as well as the high school district.

Faced with growing demand upon the limited existing school facilities, many districts in the Planning Area are also looking at other solutions to the overcrowding issue. Among the alternatives being considered are extended hours and year-round school operation. To date, limited space problems have been met by shuffling grade levels between facilities and enhancing existing building capacities with temporary classrooms. These solutions are limited by existing campus area and many districts have reached full capacity.

Short of extending either the school day or the school year to accommodate growing student populations, several districts have new facilities under construction or in the planning stages.

Enterprise Elementary School District with 6 existing facilities is under construction with its new Boulder Creek K-5 facility. Boulder Creek is expected to have a capacity of 650 students and will open in the Fall of 1993. Enterprise is also planning a second middle school facility (6-8) will be constructed in the next 5-10 years. This facility tentatively to be located in the eastern part of the District, and will have the capacity of approximately 1200 students. Pacheco Union School District, serving parts of Enterprise and the Churn Creek bottom area currently operates 2 facilities. One is a K-3 site and the other is 4-8. Due to the large amount of residential development which is anticipated to occur in the District over the next 5-10 years, District officials are planning for two new sites, one to be a K-5 facility and one 6-8.

The newly formed unified district, Gateway Unified District, draws a portion of its students from the northern edge of the Planning Area. The unification consolidated the former Buckeye School District and the Shasta Lake Union School District, and removed Central Valley High School from the Shasta Union High School District. Out of a combined total 1990 student population of 3,660, approximately 30% (1,190) reside in the Planning Area. The school districts which unified had all been at or near capacity for several years. Both Buckeye School District and Shasta Lake Union School District had identified a need for two new school sites each within the next five years. At this early stage, the newly formed District anticipates developing a new K-8 site within the next 3-5 years, and another site within 5 - 10 years, both in the southern part of the newly formed District, in all likelihood within the Planning Area.

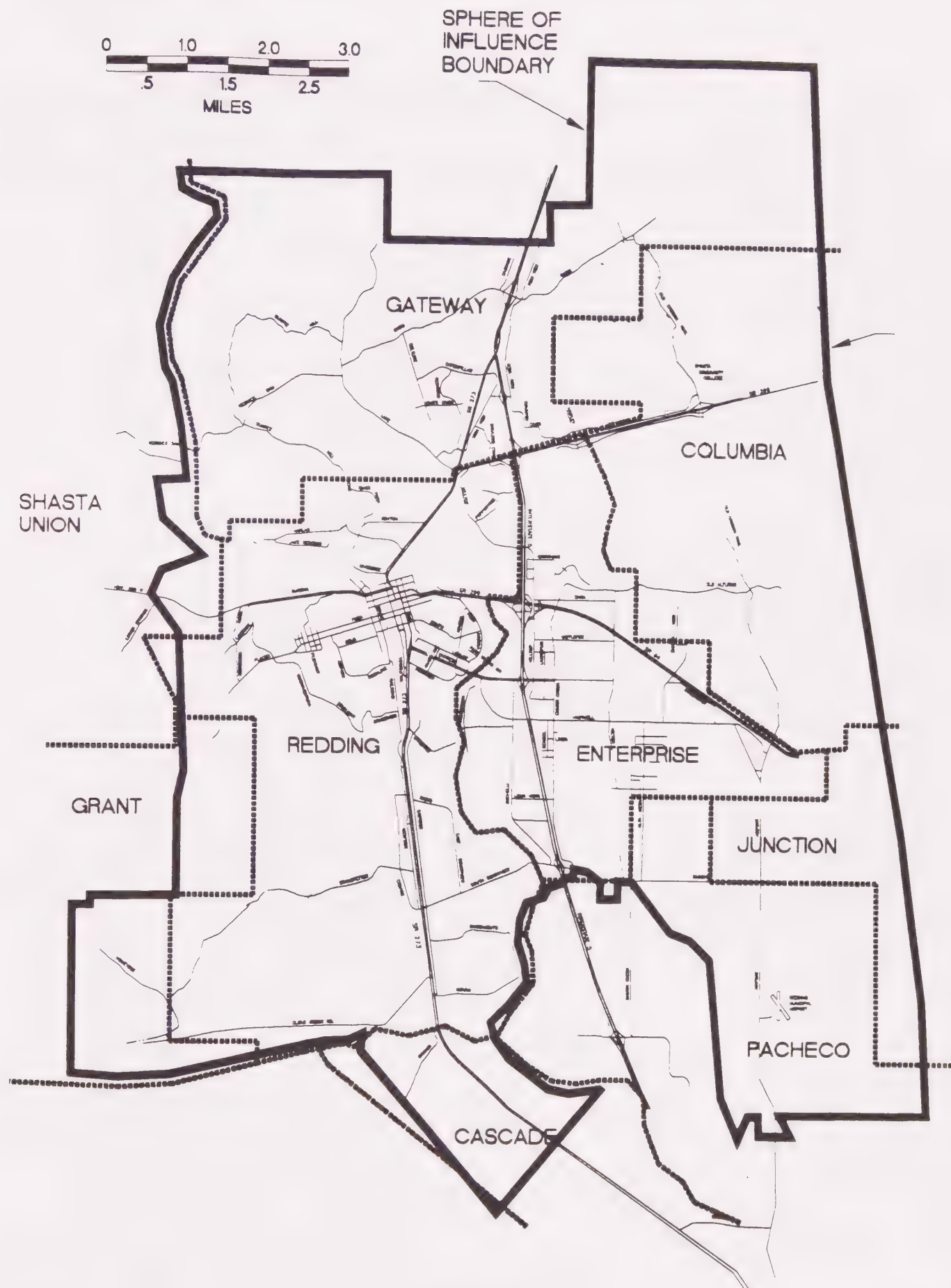


FIGURE 7a

SCHOOL DISTRICTS WITHIN PLANNING AREA, 1992



TABLE 6

## REDDING PLANNING AREA - PUBLIC &amp; PRIVATE SCHOOLS

DISTRICT & SCHOOL	SITE AREA (Acres)	GRADES	ENROLLMENT (October 1990)	ESTIMATED PLANNING AREA STUDENTS
Redding Elementary School District				
Bonnyview	12.4 Acres	K-5	438	438
Cedar Meadows	20.0 Acres	K-5	306	306
Cypress	5.7 Acres	K-5	464	464
Juniper	15.6 Acres	K-5	417	417
Manzanita	10.2 Acres	K-5	512	512
Sequoia	31.0 Acres	6-8	1,165	1,165
Sycamore	10.0 Acres	K-5	363	363
Subtotal:	104.9 Acres		3,665	3,665
Enterprise Elementary School District				
Alta Mesa	13.9 Acres	K-5	533	533
Lassen View	10.0 Acres	K-5	450	450
Mistletoe	8.0 Acres	K-5	546	546
Parsons	19.3 Acres	6-8	964	964
Rother	14.1 Acres	K-5	453	453
Shasta Meadows	10.1 Acres	K-5	472	472
Subtotal:	75.5 Acres		3,418	3,418
Columbia School District	12.2 Acres	K-8	549	275
Gateway Union School District (Est. 6/90)				
Buckeye Elementary	9.6 Acres	K-4	655	655
Buckeye Middle School	6.1 Acres	5-8	415	415
(Other schools in district are located outside of planning area.)	15.7 Acres		1,070	1,070
Subtotal:				
*Junction School District	13.2 Acres	K-8	539	108
Pacheco Union School District				
Pacheco	9.6 Acres	4-8	534	480
Prairie	10.2 Acres	K-3	356	320
Subtotal:	19.8 Acres		890	800
*Cascade School District	-----	K-8	1,889	170
*Grant School District	10.0 Acres	K-8	384	80
*Shasta Union Elementary School District	10.0 Acres	K-8	281	42
Shasta Union High School District				
*Central Valley	31.0 Acres	10-12	870	80
Enterprise	34.2 Acres	10-12	1,372	1,180
Nova	25.0 Acres	9	1,330	1,105
Shasta	45.0 Acres	10-12	1,228	1,130
Pioneer	-----	Continua- tion	260	260
Subtotal:	135.2 Acres		5,060	3,755
Anderson Union High School District				
Anderson	-----	9-12	927	83
Shasta County Special Schools	-----	-----	808	-----
Private Schools				
Grace Baptist	4.1 Acres	K-12	366	275
Seventh Day Adventist	5.1 Acres	K-10	162	97
St. Joseph Parish	9.5 Acres	K-8	325	293
North Valley Christian School	-----	K-12	253	195
Trinity Lutheran School	-----	K-12	128	96
Subtotal:	18.7 Acres		1,234	956
* School located outside planning area.				

Shasta Union High School District which oversees five high school facilities, recently restructured each of these to accommodate grades 9-12 rather than 10-12. Starting in Fall 1991, this will allow the former ninth grade center site to temporarily house a new full high school, Foothill High, while its permanent site is being developed. The Foothill High site located in Palo Cedro, to the east of the Planning Area, will draw students from the rural areas in the eastern part of the County alleviating pressure on the at-capacity Enterprise High site. It is anticipated that the new facility will be open in Fall 1993. In addition, District officials feel there will be a need for an additional new high school on the west side of the Planning Area within the next 5-10 years.

The largest elementary school district within the Redding Planning Area, the Redding Elementary School District, currently with seven existing schools, anticipates the need for one new elementary school in the next 3 -5 years, as well as a site for a second school. The City is considering land for a school site within the Benton Ranch property, although the exact location is not known.

On the eastern edge of the Planning Area, Columbia School District draws approximately 25% of its students from the area. The District has projected a need for at least one elementary school site within the next 3 - 5 years.

In addition to elementary and secondary schools, the Planning Area is served by two institutes of higher education, Shasta College and Simpson College.

Shasta College, a two-year community college, is located northeast of Redding on a 339 acre campus. The institution has day, evening and outreach courses currently serving 12,500 students (5,500 day students and 7,500 evening/outreach students).

In 1989, Simpson College, a private four-year, fully accredited liberal-arts college relocated from San Francisco to the Redding area. The campus, located on a 60-acre site northeast of Redding, is undergoing an aggressive phased development. Within the next four years, Simpson College will have facilities to accommodate 800 to 1,000 graduate and under-graduate students. The four-year university currently has day and evening courses serving 450 students.

### **Public Buildings**

Redding will face several challenging decisions during the next planning period regarding the adequacy of its existing public buildings. The City has reached a point where it has literally grown out of the existing City Hall. Following thorough analysis of all options, the City Council determined that a new Civic Center Complex (including City administrative offices, police services facilities, and Council Chambers) would best be built in the general area of the existing facility. The existing City Hall, including the corporation yard, occupies approximately 15 acres. The City owns an additional 29 acres within the central area between Cypress Avenue and Parkview Avenue making it a logical site for the phased construction of a public facilities complex.



The proposed complex will have the capacity to better serve the public with increased efficiency through a consolidated location and modern building design. The plan includes the relocation of the existing City corporation yard north of Highway 44 to the Viking Road Area. The new corporation yard location will help ensure that City crews are able to meet the increasing demands of a fast growing City. As currently planned, the yard will house the operations of the Public Works, Electric, Recreation and Parks and General Services departments.

Although a firm timeline for the construction of the proposed Civic Center Complex has yet to be finalized, design work was initiated in 1990. Construction is not expected to begin until at least 1993 on the new corporation yard facility.

Other activities involving the community's public buildings during the planning period will include a proposed expansion of the Civic Auditorium-Convention and Trade Center at Turtle Bay. The City relies heavily on this multi-purpose facility to host trade shows, conventions, sporting events and major cultural entertainment. Expansion of the existing facility at its present location will shortly be necessary in order to remain competitive in the convention market.

In addition, the Redding Fire Department is currently analyzing the need for three future fire stations that will allow the department to continue its high level of service to the citizens of Redding. Development of two of the stations is contingent upon completion of the annexation process for the Texas Springs area and the Tierra Oaks area. The third station, to be located on Shasta View Drive near Hacienda Heights, is scheduled to be constructed during FY '92-'93.

### **Location of Future Solid and Liquid Waste Facilities**

The City of Redding provides all solid waste disposal and waste water services within the City limits. The City's ability to provide necessary disposal services contributes to continued urban expansion within the Planning Area. The City currently relies upon the Clear Creek Treatment Plant for all of its wastewater treatment needs. The current facility has the capacity to process 8.8 million gallons of wastewater each day. It is anticipated that during the next 5-10 years as further development occurs on the west side of the Planning Area, the capacity of this plant will be expanded to handle 12 million gallons each day.

A second wastewater facility designed to serve the needs of the eastern portion of the City including the vital industrial land near the Municipal Airport, is the Stillwater Regional Wastewater Treatment Plant, which is on a site located south of Redding Municipal Airport. The facility is expected to be in operation in early 1992. It is estimated that the plant will be able to treat about 4 million gallons of wastewater each day when in full operation. It also is anticipated to be expanded to process 6 million gallons per day as further development occurs in the Planning Area over the next 8 - 10 years.

The City is currently in the process of selecting a new site for a solid waste transfer station. An EIR for the project has been certified by the Planning Commission which narrows the potential of six original sites down to two. One possible site is located in the southwest area of the City between Breslauer Road and Wyndham Lane. A second potential site is located on the northeast side of the City on Abernathy Lane.

In January 1990 the City closed its only landfill site, the Benton Landfill. Currently, the City is sharing a landfill facility located in the western part of Shasta County near the community of Igo. This facility is not expected to reach capacity for at least another 30 years, however, the City is in the process of determining an appropriate landfill site within the Planning Area. A possible site has been identified in southwest Redding in the Oregon Gulch area. It is not anticipated that this site will become an operating landfill during the planning period. Figure 8 illustrates the location of the three potential transfer station sites and the potential land fill site.

#### **E. OPEN SPACE AND RECREATIONAL NEEDS**

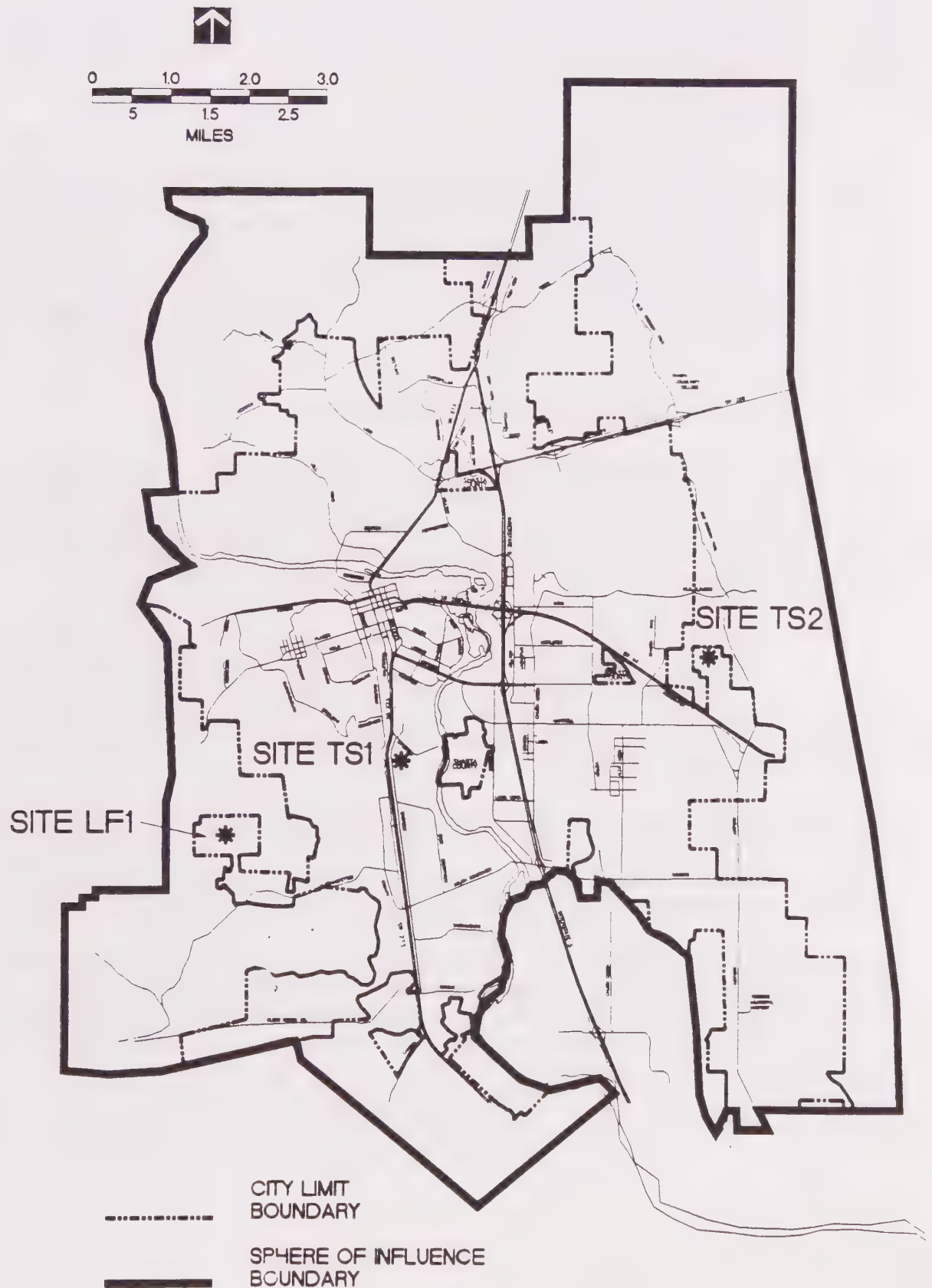
The current public park system in the Redding area contains 48 park sites and 78 open space areas. A majority of the existing park sites in the Redding area are at least partially developed. Out of the 1,673.8 acres of public recreation land, 263.3 acres (33 sites) are fully developed. Table 7 is an inventory of existing public park and open space land by type and gross acreage.

The current ratio of acres of both improved and unimproved park land per 1,000 population (does not include open space acreage) in Redding is 13.8. This ratio is considered above average when compared to other similarly sized communities, however, the National Recreation and Parks Association, a widely respected expert on park standards, recommends a ratio of 15-20 as the ideal. The ratio for improved park land alone is 3.7.

In the spring of 1991, the City of Redding Recreation and Parks Department commissioned an analysis of recreational needs within the Planning Area in preparation for development of a comprehensive long-range Park and Recreation Plan for the City of Redding. The preliminary conclusions of the study were based upon community workshops, a random recreation survey distributed to area residents and input from user groups. For a complete understanding of the methodology and rationale behind the study's recommendations, interested persons are strongly recommended to read the full report which is expected to be available late in 1991.



FIGURE 8  
POTENTIAL SITES FOR SOLID WASTE TRANSFER STATIONS & LANDFILL



The study's major preliminary recommendations are summarized below. The recommendations were based upon a variety of factors including resident response to the recreation survey indicating current demand for facilities, current trends in recreation interests and participation models. The study identified a current need for the following additional improved park facilities:

- (1) 12 additional neighborhood parks of approximately 5 acres each.
- (2) 2 additional community parks of approximately 25 acres each.
- (3) 150 additional acres of large urban park area similar to Caldwell Park.
- (4) An additional 125 acres of lineal park (trail systems).
- (5) An additional 150 acres of Special Use Areas such as mini-parks, sports fields, etc.

The study identifies the most serious recreational concern facing the Redding area to be the lack of sufficient neighborhood and community parks. It is possible over the next planning period that some of 755 acres of currently unimproved park land held by the City would be developed for this particular use. Much of this land has not yet been identified for a specific use. Table 8 lists the land currently held by the City which has been designated for unspecified park use.

In addition to park lands, the study analyzed the current and future need for open space land. Open space land differs from park land in several important areas. Land identified as general open space typically includes undefined natural areas such as stream corridors, easements, steep hillsides or wetlands. Often they are part of an environmentally sensitive area or wildlife habitat--development, if any, is usually limited to trails. In the Planning Area, a relatively large amount of land is currently devoted to open space. As stated previously, this use represents more than 78 sites and over 649 acres of land. Most open space land is undevelopable as steep hillsides, wetlands, or environmentally sensitive areas. The dedication of this type of land is a requirement exacted during the development permit process. Further open space land will be set aside as additional development occurs.

According to the commissioned study, the ratio of acres of open space land per 1000 population in the Planning Area is currently 9.8. It is anticipated that the amount of open space land will continue to remain more than adequate over the planning period due to the continued dedication of new areas as a function of the topography, soils and floodplains in the Redding area.

More information on land use policies regarding park land and open space land can be found in both the Open Space and Conservation Element and the Recreation Element of the Redding General Plan.



TABLE 7  
CITY OF REDDING PARKS INVENTORY

Land Usage	No. of Sites	Gross Acreage	Undeveloped	Developed
Tot Lot	9	7.1 Acres	0 Acres	7.1 Acres
Neighborhood Park	6	26.1 Acres	0 Acres	26.1 Acres
Community Park	3	72.0 Acres	0 Acres	72.0 Acres
Large Urban Park	1	75.0 Acres	0 Acres	75.0 Acres
Regional Park	0	0.0 Acres	0 Acres	0.0 Acres
Lineal Parks	1	27.8 Acres	0 Acres	27.8 Acres
Special Use Areas*	8	61.4 Acres	6.1 Acres	55.3 Acres
Undeveloped Parkland	26	1202.79 Acres	1202.79 Acres	0.0 Acres
* Includes Sacramento River Fishing Access owned by State.				
TOTAL:	54	1,472.2 Acres	1,208.9 Acres	263.3 Acres

TABLE 8  
LIST OF CITY OF REDDING UNDEVELOPED PARK LAND

Site	Acres	Potential Use
Bedrock Park	0.5 Acres	Tot Lot
Benton Ranch	210.0 Acres	Regional Open Space
Creekside Park	0.6 Acres	Tot Lot
Enterprise Park	90.0 Acres	Community Park
Indian Hills Park	1.3 Acres	Tot Lot
Minder Park	1.0 Acres	Tot Lot
Miscellaneous Park Site	6.0 Acres	Neighborhood Park
Ravenwood Park	0.8 Acres	Tot Lot
Redding Sports Complex	69.0 Acres	Special Use Area
Ridgeview Park	5.0 Acres	Neighborhood Park
River Ridge Park 1	1.9 Acres	Tot Lot
River Ridge Park II	2.0 Acres	Tot Lot
Riverfront Park	17.0 Acres	Regional Park Expansion
Sulfer Creek Park	30.8 Acres	Special Use Area
Tourmaline Park	0.5 Acres	Tot Lot
Treatment Plant	272.0 Acres	Golf Course
Twin View Park	41.2 Acres	Community Park
Waverly Park	0.6 Acres	Tot Lot
Western Oaks Park	2.0 Acres	Tot Lot
Wilson Street Park	3.0 Acres	Neighborhood Park
Undesignated	40.0 Acres	4 Future Park Sites
Undesignated	407.59 Acres	2 Future Golf Courses
TOTAL:	1202.79 Acres	

#### **IV. DESCRIPTION OF LAND USE CLASSIFICATIONS AND DEVELOPMENT STANDARDS**

The City of Redding Land Use Element contains 15 categories of land use. These categories are:

General Industrial	Airport Service
Light Industrial	Public or Institutional
Planned Industrial	Parks & Golf Course (Improved Open Space)
Service Commercial	Greenway
Retail Commercial	Urban Reserve
Highway Commercial	Agriculture
Office	
Office/Residential	

Each land use category corresponds to one or more zoning districts contained in the City's Zoning Ordinance. While the Land Use Element establishes basic criteria and guidelines for future development, the Zoning Ordinance contains specific development standards that expand the definition contained in the land use designations.

The standards contained in the Zoning Ordinance include permitted uses, uses subject to obtaining a use permit, setback distances from adjacent lots and streets, building heights, lot coverage, parking requirements, etc.

Table A3 in the Appendix, Redding General Plan Land Use Classifications provides a description of the total acreage in each land use classification within the City limits and the Planning Area. This table will be updated periodically to maintain a current reflection of gross acreage in each land use classification.

The land use categories and their respective locations are delineated on a comprehensive mapping system called the Land Use Diagram.

The Land Use Diagram is a general guide to land use distribution provided in 800-scale base atlas format. Although this Diagram is not parcel specific, it provides consistency with City General Plan goals and policies. Minor adjustments in land use designations, particularly relative to "Greenway" open-space areas, may be made, based upon more detail as provided by, for example, a topographic survey. The Land Use Diagram is incorporated herein by reference since it is comprised of ten 24 x 36-inch maps. Copies are available for review or purchase in the City of Redding Department of Planning and Community Development, 760 Parkview Avenue, Redding, CA 96001. These maps are updated as amendments to the General Plan occur. All amendments are listed chronologically in the Appendix as Table A4.

Following is a description of each of the General Plan land use classifications identifying the nature, density and intensity of development which is permitted under each classification and identifying the most appropriate zoning classifications for each land use type. For simplicity, the "U" Unclassified zoning district is not identified, as it could be appropriate for all classifications depending upon intended use.



## A. INDUSTRIAL

The "Industrial" classification incorporates the whole spectrum of manufacturing, processing and assembly uses, in addition to warehousing and wholesale commercial uses. There are three "Industrial" classifications: "General Industrial," "Light Industrial," and "Planned Industrial." The difference between these classifications is the potential for environmental impacts, the existence of outdoor operations, the types of buildings and the potential for other uses.

*General Industrial.* "General Industrial" includes the majority of manufacturing uses and wholesale warehouses and storage businesses. Zoning classifications are either the less-restrictive "M-2," Industrial District, or the more restrictive "PI," Planned Industrial District. "General Industrial" typically encompasses those industrial uses characterized by outdoor activities which might generate noise, odor, glare, vibration, or dust in addition to indoor activities. Site development and performance standards within this classification would generally be conditioned by use permit.

*Light Industrial.* "Light Industrial" includes those uses involved with light manufacturing, assembly, or fabrication usually occurring within a building and with few objectionable characteristics relating to sound, odor, vibration, glare or dust. Zoning classifications are either the "PI," Planned Industrial District, the "C-3," Heavy Commercial/Light Industrial District, or the "C-6," Limited Service Commercial District.

*Planned Industrial.* "Planned Industrial" includes a wide variety of manufacturing, distribution, processing, and office enterprises that do not have nuisance features relating to sound, odor, vibration, glare or dust, and that can maintain high design standards. Retail sales incidental to a non-retail use are to be conditional uses. Uses fronting on or having access from a major or secondary thoroughfare or a frontage road should meet higher design standards and should be on larger sites than other development in order to ensure the high quality appearance of the thoroughfares and to minimize the points of traffic conflict. The appropriate zoning classification for this designation is the "PI" Planned Industrial District.

Industrial uses have the greatest potential for creating conflicts with adjoining land uses and for attracting truck traffic too heavy for local streets. Accordingly, particular attention must be given to use of this classification to ensure that conflicts are not created. Uses in this classification shall be required to obtain a use permit to ensure compatibility with nearby uses, provide a mechanism for monitoring compliance with conditions of approval, and establishing performance standards related to the use and its location.

Industrial classifications should be located contiguous with arterial streets to facilitate truck access. The proximity of railroad tracks, which permits connection of spurs to local businesses, is also an important consideration.

Residential uses are generally not appropriate for this category except for watchman or owner-occupied businesses for security purposes.

This land use classification is compatible with airport lands and areas adjoining airport lands provided guidelines in the Airport Comprehensive Land Use Plan are followed.

## **B. SERVICE COMMERCIAL**

This classification is intended to provide suitable locations for bulk retail, auto repair, wholesale, storage yards, and other uses that are not suitable for retail commercial areas or near residential uses. The uses allowed within this classification often require screening from adjoining highways or adjacent residential properties. Access needs for large trucks and other heavy equipment is a key consideration in the siting of such uses, as is potential noise, odor, dust or glare.

Residential uses are not appropriate within service commercial areas except for watchman or owner-occupied businesses for security purposes.

The zoning designations which are appropriate for this classification are the "C-3," Heavy Commercial/Light Industrial District, and the "C-6" Limited Service Commercial District.

## **C. RETAIL COMMERCIAL**

The "Retail Commercial" classification is designed to provide properly located areas to serve the retail shopping needs of people living in and using the Planning Area. A hierarchy of shopping areas is possible within this classification, including regional, community, neighborhood, and central business districts. Sites shall adhere to the following minimum sizes:

Regional Centers	-	40 acres or greater
Community Commercial	-	10 to 20 acres
Neighborhood Commercial	-	4 to 8 acres

Key criteria for development of these commercial centers are access, which does not impact nearby residential streets, compatibility with adjoining uses, and an adequate infrastructure system.

Convenience stores on smaller lots, 30,000 to 40,000 square feet in size, may be permitted when such development is designated in an area or specific plan and is situated to serve the needs of nearby residential development.



Zoning classifications are either the "C-1" Neighborhood Commercial District, the "C-2" Central Commercial District, or the "C-4" Retail Core Commercial District, depending upon magnitude, location and market.

Use permits and documentation of commercial demand through market analysis may be required for community and regional shopping centers.

Residences, apartments, dwelling groups, or condominiums are compatible within this classification in the "C-1" zoning district by use permit, provided densities do not exceed 12 units per gross acre.

#### **D. HIGHWAY COMMERCIAL**

This retail classification is intended to be a refinement of the "Retail Commercial" category to reflect the special commercial needs of the traveling public. Since Redding is situated in the heart of a major recreational area and is at the intersection of several highways, there is a higher than normal incidence of motels, restaurants, service stations, and other tourist-serving accommodations. These areas are important for the image they create of the community and require special siting and amenity needs different from other commercial classifications. These sites are generally located near freeway interchanges and have good freeway exposure and easy access. Travel trailer parks or commercial campgrounds are compatible uses within this classification.

Appropriate zoning classifications are either "C-1" Neighborhood Commercial District or the "C-2" Central Commercial District.

Residential uses are generally not appropriate within this classification except for RV or travel trailer parks.

#### **E. OFFICE**

The "Office" classification provides sites for professional and business offices and personal-service business with appropriate and compatible accessory uses. The "Office" classification may also be used for rest homes, convalescent facilities, nursing homes, hospitals, religious, educational, cultural, recreational, governmental and public-utility uses, restaurants, mortuaries, and financial institutions.

The "Office" designation provides a buffer area between commercial and residential properties, with property-development requirements compatible with a living environment or adjacent to major employment centers such as government offices, hospitals, and other similar uses. Development standards are generally higher than those in other commercial classifications. Zoning classifications include the "C-O" Office District or the "R-4" Multi-Family Residential District.

## **F. OFFICE/RESIDENTIAL**

The "Office/Residential" classification acts as a transition zone within commercial areas or between commercial and residential areas. It is especially suitable for areas where there is some mixed office and residential use occurring.

When property is used for residential purposes, the density should not exceed 14 dwelling units per gross residential acre. When used for office purposes, the office development and its accompanying off-street parking should be sited and arranged to protect the living environment of the adjoining residences. The appropriate zoning designation is the "R-4" Multi-Family Residential District.

## **G. AIRPORT SERVICE**

This classification includes activities which are typically associated with airports and airport-related uses as follows:

Those activities involving the sale of aviation services for profit to the general public including maintenance, storing, and servicing of aircraft; sale of aircraft parts and accessories; sale of aircraft fuel, lubricants, and propellants; provision of aerial-survey photography and mapping services; provision of aerial-taxi and sightseeing services; operation of nonscheduled and chartered transportation; etc.

Those activities which involve the maintenance of facilities for the storage and servicing of the aircraft of an individual, private organization, or corporation, solely for its own benefit and not for the public.

Those activities which may not require direct airfield access such as transient retail service and lodging uses such as hotels, motels, restaurants, conference centers, car-rental agencies, lounges and service stations provided all applicable safety criteria are met.

Areas set aside or used for the operation of aircraft including areas to be reserved for protection from encroaching obstructions or facilities such as clear zones, runways and taxiways.

Areas required for airport maintenance or operating services such as fuel storage, air navigational aids, and hangar and tie-down areas.

Areas encompassing the passenger terminal buildings, automobile parking lots, service and passenger roads, and portions of aprons adjacent to the terminal buildings.

Additional uses permitted in this classification include industrial parks, ranching/farming activities, and golf courses.



## **H. PUBLIC OR INSTITUTIONAL**

This classification is intended for public and quasi-public uses including but not limited to schools, government offices, government services and facilities, fire stations, hospitals, cemeteries, wastewater-treatment facilities, airports, domestic water storage, and landfills.

Careful attention must be given to designating sites to ensure compatibility with the surrounding areas. The manner in which uses in this classification are constructed and sited can have a major influence on the image of the City. In many instances, a buffer zone may be necessary to shield adjoining uses from adverse effects such as noise, dust, and traffic.

All uses within this classification shall be subject to the conditional use-permit process to ensure compatibility with nearby land uses. The standards applied to private development shall generally be applied to public development.

All zoning classifications are appropriate depending upon the individual proposed public use. Public uses can also occur in other General Plan classifications, as long as the use is compatible to other uses also permitted in the classification.

## **I. PARKS AND GOLF COURSE (Improved Open Space)**

This land use classification provides for both public and private open space. The primary land uses are improved parks, golf courses, athletic fields and some open space areas adjacent to improved parks or trails. This classification is acceptable within airport lands for controlled density uses.

Additional information concerning park land use policies can be found in the Recreation Element of the Redding General Plan.

## **J. AGRICULTURE**

At the present time, this classification is applied primarily to existing, productive crop land along the Sacramento River, and Churn and Stillwater Creeks. Future application of this classification would be appropriate on parcels at least 30 acres in size which are suitable for crop production and have productive Class I or II soils. This classification may also be applied to forest lands in west and northwest Redding if intended to be preserved for timber harvesting.

One single-family dwelling per parcel is typically the maximum density permitted; however, by use permit, a second dwelling may be constructed.

This classification is compatible within the airport approach zone.

For additional information, refer to the Conservation and Open Space Element of the Redding General Plan.

## K. RESIDENTIAL

The largest single land use category, in terms of land used, is the residential classification. Ten subclassifications have been created on the basis of density, using a measurement of dwelling units per gross acre.

In all residential classifications, the maximum number of units permitted on any single parcel is computed by deducting any areas shown on the General Plan Land Use Diagram as "Greenway," (Steep Slope, or "100-Year Floodplain). The remaining area is then multiplied by the density factor shown for the parcel in question.

Non-greenway areas that are dedicated to a public agency for streets, park or school sites, or other public uses are not subtracted from the gross area for the purposes of computing the maximum number of units permitted on a parcel if the public agency receiving the dedication does not purchase the property.

Within the majority of residential subclassifications, both planned developments and condominiums may be developed. Planned unit developments may be developed on 2.0-, 3.0-, 3.5, 6.0-, 9.0-, and 18.0-dwelling-units-per-acre classifications, provided the proposed development complies with development standards set under the "PD" Planned Development Zoning District. Condominiums may be developed in 6.0-, 9.0-, 12.0-, 18.0-, and 24.0-dwelling-units-per-acre classifications provided that the proposed development complies with all development standards contained in Chapter 17.50 of the City's Municipal Code.

Both planned developments and condominiums are eligible to receive density bonuses if the proposed development is determined in the review process to exhibit exceptional site planning and design. These bonus units may be up to 20 percent of the base total in planned developments and up to 10 percent of the base total for condominiums.

State Density Bonus Law also allows for density bonuses of up to 25 percent to be given to residential projects in certain classifications that make a percentage of the units in the development available at an affordable price to lower-income households.

The City supports the development of imaginative, well designed subdivisions at a reduced cost to the developer and the homeowner through its cluster subdivision ordinance. Cluster subdivisions are allowed in areas designated 1.0 - 9.0 dwelling units per acre. These subdivisions are intended for single-family uses only. Through selective reduced development standards coupled with creative design, cluster subdivisions are able to provide affordable homeownership opportunities to the area's residents.

Following are descriptions of the residential land use classifications:



0.5, 0.2, 0.1 and 0.05 dwelling units per gross acre. This single-family density is used where neither public sewer nor water are available, on hillside areas, or in Churn Creek Bottom. Other than in hillside areas, this category should be used in order to prevent premature land fragmentation in advance of urban services or reduction of viable agricultural lands and to preserve larger lots for future urbanization. Zoning classifications would include the "R-1," Single-Family Residential District, or "R-1" with "A" or "B" Combining Districts.

1.0 dwelling unit per gross acre. This is essentially a large single-family-lot density applied where public sewers are not available and where soil conditions will allow the use of a septic tank on one-acre parcels. This designation is suitable for steeper hillside areas and in areas where the City does not plan to extend sewer service for topographic reasons. It is essentially an urban fringe classification for use in areas exclusive of greenway and commercial agriculture in which the one-acre-parcel pattern is prevalent. Zoning classifications would be the "R-1" or "R-1" with "A" or "B" Combining District.

2.0 dwelling units per gross acre. This single-family category is applied where full urban services are available. Typical lots range from 15,000 to 22,000 square feet in area. Planned-unit developments may be constructed in this classification. This density is suitable for areas of 0 to 20 percent slope and in areas where this lot size pattern is predominant. Zoning classifications would be the "R-1" or "R-1" with "B" Combining District.

3.0 dwelling units per gross acre. This is a single-family residential density with lots ranging from 9,000 to 12,000 square feet in area. This classification is intended for conventional single-family subdivision development in areas of 0 to 15 percent slope. Zoning classifications would be the "R-1" or "R-1" with "B" Combining District.

3.5 to 4.0 dwelling units per gross acre. These are single-family residential densities with lots varying in area from 6,000 to 10,000 square feet. These densities are suitable for areas of flat to slight slope. Good access is important to these areas so as not to overburden nearby residential streets. Slopes in this classification should not exceed 8 percent. Zoning classifications would be "R-1," "R-1" with "B" Combining District, or the "PD" Planned Development District.

6.0 dwelling units per gross acre. This is a transition classification that can be developed as small-lot, single-family residential; duplexes; planned-unit developments; low-density condominiums; low-density multiple-family apartments; and mobilehome parks in appropriate areas. Full urban services are necessary and there must be adequate street access. This classification is suitable for areas 0 to 8 percent slope, depending upon the form of development. The minimum lot size for single-family homes is 6,000 square feet. For duplexes or multiple-family developments, the average size is approximately 10,000 square feet. Zoning classifications would be "R-1," "R-1" with "B" Combining District, "PD," or "R-2" Duplex Residential District.

9.0 dwelling units per gross acre. This is a low-density, multiple-family classification suitable for duplexes, apartments, dwelling groups, planned developments, condominiums or mobilehome parks. Minimum lot sizes for duplexes and apartments average about 10,000 square feet. Full urban services must be available, and sites must be in close proximity to a major arterial. Slopes for smaller lots should be 0 to 5 percent. For projects on lots two to five acres in size, portions of the property may be slope areas in the 10 to 15 percent range if shear-wall construction is used. Zoning classifications would be "R-2," "RM-6" Multiple-Family District, "R-3" Multiple-Family Residential District, or "PD."

12.0 dwelling units per gross acre. This is a multiple-family density for apartments, dwelling groups, planned developments, and condominiums. The minimum lot size averages about 10,000 square feet. Full urban services must be available and sites must be in close proximity to a major arterial. Travel trailer parks would be allowed if located in close proximity to a major highway. Zoning designations would be "R-3," "RM-9," or "PD."

18.0 dwelling units per gross acre. This is a high-density, multiple-family classification suitable for apartments, dwelling groups, condominiums, and planned-unit developments. This classification requires that sites are located in close proximity to major arterials, have full urban services available, and must have minimum lot sizes between 10,000 and 15,000 square feet. Zoning designations would be "R-3," "RM-12," or "PD."

24.0 dwelling units per gross acre. This is a high-density, multiple-family classification suitable for apartments and condominiums in the central core area where public transportation is available and many shopping and service needs can be met by walking. The minimum parcel sizes for this classification should be between 12,000 and 20,000 square feet. Typically, this category would be utilized for senior citizen or high rise apartments. Zoning designations would be "R-3," "RM-18" or "RM-24."

## **L. GREENWAY**

"Greenway" is natural open space and includes slopes in excess of 20 percent, and the 100-year floodplains of the Sacramento River, and various creeks and streams. Land shown as natural open space is predominantly along the Sacramento River, Churn Creek, Sulphur Creek, Stillwater Creek, and the bluffs, steep slopes and creeks of west Redding. Because of the inherent dangers to life and property and irrevocable damage to the natural environment, these natural land and water areas should not be urbanized or altered. Each of these areas is identified by using the best available topographic maps and special floodplain studies prepared by Federal Emergency Management Agency.



These natural areas are an important local resource and serve as places in which flora or fauna can be maintained in its natural state. In addition, these areas provide relief from urbanization, reduce siltation from excessive grading, buffer various land use activities and transportation routes, are an important visual resource, and can be part of the urban trail system.

Areas in excess of 20 percent slope or subject to flooding by a 100-year flood or storm event do not carry any residential credit unless an entire parcel is so designated, in which case, by use permit, 1.0 dwelling unit per 20 acres may be permitted.

Areas of wetlands outside floodplains and endangered plants or wildlife and their buffer zones, may also be designated as permanent open space, however, they do not lose their density credits. Portions of airport land may also be classified as "Greenway" in order to prevent damage to life and property and to reduce noise exposure. Appropriate zoning would be "U" or "UF."

#### **M. URBAN RESERVE**

The areas designated as Urban Reserve lie outside of the developed areas where basic water and sewer service are not available nor expected to be available for 10 or more years. These areas will ultimately be developed with a variety of urban uses at residential densities greater than 2.0 units per acre; however, they are considered premature for development within the next 10 to 20 years. These areas will be preserved in large parcels in order to prevent sprawl, prevent excessive government costs, allow orderly extension of community services, and to prevent fragmentation into numerous small parcels without urban services and necessary infrastructure.

The minimum parcel size for these areas is 10 to 20 acres per dwelling unit. When it appears that these areas can be economically served by City water and sewer and other services, the General Plan should be amended to designate appropriate urban land use classifications. For the interim, 1.0 dwelling unit per 10 to 20 acres could be allowed.

The major concerns of the City are the reservation of land for urban development in the next 30 to 40 years and having urban development occur within the City, not just outside City limits. To that end, the City Council in 1988 adopted policies pertaining to extension of City services outside the City.

#### **N. AREAS NOT COVERED BY THE REDDING GENERAL PLAN THAT ARE WITHIN THE REDDING SPHERE OF INFLUENCE**

Lands which are located within the Redding Sphere of Influence but have no Redding General Plan land use designation are automatically designated the closest equivalent City classification to the area's current County land use classification. However, this would not pre-empt the classification of "Greenway," which would still apply.

## V. PRIMARY LAND USE PLANNING ISSUES

As described in detail in Section II, the City of Redding and its surrounding Planning Area have experienced major changes over the past decade. The challenge facing urban planners today is to successfully manage the dynamic forces of growth so that the city that emerges over the next 20-year planning period is reflective of the concerns and desires of today's citizens.

It is recognized that new development can be beneficial to a city, however, future growth must be managed in a sensible and rational manner. Adequate infrastructure and services must be available to meet any future demand to ensure that the existing levels of service are maintained. New development should take place in an atmosphere sensitive to environmental factors including natural habitat issues, cultural and historic resources, flood hazards, air quality, and topography. In addition, the character and productivity of existing development should be a serious consideration when planning future growth.

Placed within the above framework of values, the major land use planning issues facing the City over the next 20 years are:

1. Preservation and protection of the area's natural and scenic resources.
2. Preservation and protection of the area's archeological and historic resources.
3. The provision of public services and public facilities to a growing population. Related issues include maintaining current levels of public services for the protection of the public health, safety and welfare, such as electric, solid waste, water, and sewer services, police and fire protection, as well as educational opportunities for the area's residents; enhancing the levels of service in these same areas in step with projected levels of growth; planning for the placement of strategic public facilities; and adequately addressing traffic circulation concerns.
4. Effective management of community development by monitoring the supply of land available for all uses both within the city limits and beyond and, when necessary, supplementing that supply.
5. Preservation of existing community character, as well as mitigation of the impact of future development on the community.
6. Respect for the economic and employment opportunities afforded by private development.



TABLE 9  
LAND USE POLICY MATRIX

LAND USE ISSUE AREA	Other Elements Containing Related Policies/Issues							
	Housing	Circulation	Conserv/ Open Space	Noise	Safety	Seismic	Scenic Route	Recreation
Preservation of Natural & Scenic Resources	X	X	X			X	X	X
Preservation of Archeological & Historic Resources	X		X					X
Public Services/Public Facilities & Traffic Circulation	X	X		X	X	X	X	X
Community Development	X	X	X	X	X	X	X	X
Community Preservation	X	X	X	X	X		X	X
Economic Development		X						

## VI. GOALS AND POLICIES

A goal is a direction-setter. It is an ideal future condition, or state related to the public health, safety, or general welfare toward which planning and planning implementation measures are directed. A goal is a general expression of community values.

A policy is a specific statement that guides decision-making. It indicates a clear commitment of the local legislative body. A policy is based on a General Plan's goals and objectives as well as the analysis of data and is put into effect by one or more implementation measures. Consequently, a realistic policy is one that is adopted by local legislators who are mindful of implementation.

This section describes goals and policies which address the issues listed in Section IV of this document. The goals and policies and the Land Use Diagram contained in this Element will serve as the framework for the remaining General Plan Elements. A number of goals and policies included in these other elements will also supplement either directly or indirectly, the goals and policies contained in the Land Use Element. Table 9, Land Use Policy Matrix, identifies those elements containing policies that correspond with the major issue areas discussed in the Land Use Element. As a practical application, each development project, private or public, should be reviewed within the context of all the goals of the entire General Plan. Should a conflict exist because of the unique characteristics of the property or the project, the Planning Commission may determine which goal has the greater public interest. It is not the intent of the Land Use Element to duplicate other elements of the General Plan; rather, the intent is that the elements act in concert in the establishment of land use policy on behalf of the community.

<b>ISSUE 1:</b>	<b>Preservation and protection of the area's natural and scenic resources.</b>
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**GOAL 1:** *To enhance the relationship between the City and the Sacramento River, the City should:*

**POLICIES:**

- 1.1.a. Preserve trees and other significant riparian vegetation along the Sacramento River by requiring that existing natural vegetation be incorporated into development design and protected.
- 1.1.b. Protect and enhance public, fire and rescue access along the entire Riverfront by providing public open spaces which allow for passive recreation uses.
- 1.1.c. Continue to plan and implement a public trail along the Sacramento River.
- 1.1.d. Consider development of a Parkway Plan for public-owned land near the Sacramento River.
- 1.1.e. Promote the responsible use of the River by private and public parties.



**GOAL 2:**     *To protect the water quality in the Sacramento River, creeks, and aquifers, the City should:*

**POLICIES:**

- 1.2.a.       Discourage the establishment of any new septic systems, except in areas where both residential densities are low and where soils are suitable for septic system use.
- 1.2.b.       Deny approval for any development request which has the potential for adversely affecting the water quality of the Sacramento River and its tributaries.
- 1.2.c.       Implement measures to minimize the discharge of sediment into the Sacramento River and its tributaries.
- 1.2.d.       Support efforts on a County, regional, and Statewide basis to reduce runoff of toxic chemicals from agricultural and mineral resource-extraction operations into the Sacramento River.

**GOAL 3:**     *To protect sensitive wildlife habitat areas, the City should:*

**POLICIES:**

- 1.3.a.       Encourage and support development projects that enhance public appreciation and awareness of the natural environment.
- 1.3.b.       Require a setback of at least 50 to 300 feet between development and wetland/riparian habitats to minimize disturbance of natural habitat. Passive recreation uses may be permitted in this zone. Treatment of urban storm water runoff would also be appropriate in this zone.
- 1.3.c.       Ensure that areas of significant wildlife corridors or fisheries are protected from grading and vegetation removal and other incompatible activities and uses.
- 1.3.d.       Deny approval for development projects which would cause unmitigative adverse impacts on rare, threatened, and endangered wildlife and plant species.
- 1.3.e.       Protect oaks and other important native trees to the maximum extent possible through the adoption of a tree preservation ordinance.
- 1.3.f.       Promote the use of native plants, particularly Valley Oaks in all public lands including public street rights-of-way.
- 1.3.g.       Continue to acquire land along the Sacramento River's tributary creeks in conjunction with the development-approval process for park, trail, and open space purposes.
- 1.3.h.       Continue to acquire easements or obtain dedications on any land within the 100-year floodplain of all watercourses.

**GOAL 4:**     *To promote and preserve air quality in the Redding area, the City should:*

**POLICIES:**

- 1.4.a.       Support and participate in local and regional air quality planning programs to ensure attainment and maintenance of Federal and State air-quality standards.
- 1.4.b.       Not allow land uses which are incompatible with significant sources of air pollution such as major transportation corridors to be located in close proximity to these sources .
- 1.4.c.       Encourage all new development projects to incorporate and facilitate use of alternatives, i.e., bicycles, ride sharing, urban transit, etc., to the motor vehicle.
- 1.4.d.       Design or reconstruct major street intersections to minimize long vehicle delays which result in carbon monoxide "hot spots."

**GOAL 5:**     *To encourage energy efficiency and resource conservation in all new and existing development, the City should:*

**POLICIES:**

- 1.5.a.       Enforce State energy-conservation standards, including solar access in all new buildings.
- 1.5.b.       Encourage owners of existing buildings to retrofit electrical equipment, insulation, windows, etc., to improve energy conservation.
- 1.5.c.       Promote mixed developments which will reduce the need for vehicle trips.
- 1.5.d.       Provide pedestrian- and bicycle-access routes within all residential developments to provide links to close by destination points such as schools, parks, and shopping areas.
- 1.5.e.       Promote water conservation to minimize the need for expansion of water and wastewater facilities and encourage the re-use of treated water.
- 1.5.f.       Encourage electric utility customers to alter their consumption of electric power to reduce the City's overall maximum electric load.
- 1.5.g.       Promote energy conservation and load management to minimize the need to acquire new electric power resources.



<b>ISSUE 2:</b>	<b>Preservation and protection of the areas archaeological and historic resources.</b>
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**GOAL 6:** *To preserve and enhance Redding's priceless historical heritage, the City should:*

**POLICIES:**

- 2.6.a. Give high priority to the protection and enhancement of historically and architecturally significant buildings.
- 2.6.b. Continue to work with property owners in seeking registration of historic structures and sites as State Historic Landmarks or listing on the Federal Register of Historic Sites.
- 2.6.c. In conjunction with the Redevelopment Agency, support the efforts of property owners to preserve and renovate historic and architecturally significant structures. Where such buildings cannot be wholly preserved, the City should seek to preserve facades.
- 2.6.d. Consider structures of historic, cultural, or architectural merit which are proposed for demolition because of public improvements for relocation as a means of preservation.
- 2.6.e. Design new development in proximity to designated historic landmark structures and sites in compatibility with the character of the historic resource.
- 2.6.f. Encourage the conversion of architecturally and historically significant residences for professional or limited commercial use in areas designated for commercial use.

**GOAL 7:** *To preserve and protect Redding's varied ethnic heritages, the City should:*

**POLICIES:**

- 2.7.a. Refer all development proposals that may impact sensitive archaeological sites to the California Archaeological Inventory, Northeast Information Center, at California State University, Chico.
- 2.7.b. Consult the California Archaeological Inventory prior to approval of any public or private project that may adversely affect an archaeological site.
- 2.7.c. Protect archaeological sites by means of conditioning development permits requiring on-site monitoring by qualified personnel of excavation work in areas identified as sensitive for archaeological resources. Development activity should cease whenever artifacts or skeletal remains are discovered until arrangements can be made to avoid or otherwise protect the site.

**ISSUE 3:** Provision of public services and public facilities to a growing population. Related issues include maintaining current levels of public services for the protection of the public health, safety, and welfare, such as electric, solid waste, water and sewer services, police and fire protection, as well as educational opportunities for the area's residents; enhancing the levels of service in these same areas in step with projected levels of growth; planning for the placement of strategic public facilities; and adequately addressing traffic circulation concerns.

**GOAL 8:** *To improve and protect the quality of the City's domestic water supply, the City should:*

**POLICIES:**

- 3.8.a. Require all new urban development within the City's water-service area to connect to the public water system.
- 3.8.b. Continue to take advantage of the Sacramento River as a main source of domestic water.
- 3.8.c. Continue to monitor the water quality in all City wells.
- 3.8.d. Deny approval for any development that has the direct potential for adversely affecting the water quality of the Sacramento River or its tributaries.
- 3.8.e. Ensure that adequate fire flows are available to all development within the City and upgrade areas in which fire flow is substandard.
- 3.8.f. Continue to ensure that adequate water supplies are available for existing and future development and should continue to aggressively seek new sources and techniques of water supply.

**GOAL 9:** *To maintain a pedestrian and vehicular-circulation system which promotes efficient movement of people and goods throughout the City and beyond, the City should:*

**POLICIES:**

- 3.9.a. Ensure that streets, bikeways, and pedestrian facilities are designed in accordance with the adopted standards of the Circulation Element.
- 3.9.b. Plan industrial and commercial development so that commercial traffic is minimized through existing and future neighborhoods.
- 3.9.c. Locate land uses which generate high traffic volumes near transportation corridors and public-transportation facilities.
- 3.9.d. Incorporate public transit stops, bus shelters, and bicycle-parking areas into the design of all new development, in an effort to facilitate public transit use and non-vehicular modes of travel,
- 3.9.e. Condition large commercial developments to establish and implement ride-sharing plans and other transportation-management strategies.



- 3.9.f. Provide park-and-ride lots near transportation corridors.

**GOAL 10:** *To promote efficiency, convenience, and harmonious relationships in the siting of public facilities, the City should:*

**POLICIES:**

- 3.10.a. Locate, buffer, design, and maintain public utility facilities, such as electrical generation facilities and substations, water-storage or treatment plants, and sewage-treatment plants, so that the impacts from noise, light, glare, and odors associated with these facilities located near incompatible land uses will be minimized.
- 3.10.b. Require that all new 12 Kv or lower voltage electrical and communication lines located inside new developments are installed underground where practical, excluding primary transmission lines and associated distribution underbuild substations. The City should promote a program to prioritize the undergrounding of existing overhead facilities.
- 3.10.c. Encourage sites for public and quasi-public recreational facilities in clusters so that schools, libraries, parks, child-care facilities, and community centers are located in close proximity to one another. When possible, joint-use agreements should be utilized to allow the sharing of costs and operational responsibilities.
- 3.10.d. Identify future public-facility and park sites over one acre in size in conjunction with General Plan updates, development of Area Plans and large project review.
- 3.10.e. Strive to avoid increased government costs, duplication of government services, urban boundary conflicts, and "not in my backyard" controversies in the siting of future public facilities.

**GOAL 11:** *To ensure that adequate public safety levels are continually provided as development occurs, the City should:*

**POLICIES:**

- 3.11.a. Endeavor to maintain a fire insurance (ISO) rating of 4 or better. A maximum response time of four minutes should be maintained in all areas of the City.
- 3.11.b. Strategically locate fire stations to ensure optimal response time. The elimination of physical barriers to emergency response should be a consideration in project approval.
- 3.11.c. Attempt to offset the need for new fire-suppression facilities and services by requiring new commercial development to have built-in suppression equipment and by requiring payment of development fees on all new development to offset necessary future facilities and services.

**GOAL 12:** *To provide for the educational needs of Redding area residents, the City should:*

**POLICIES:**

- 3.12.a. Cooperate with school districts in the development review process to ensure that adequate school sites are reserved to meet the needs of the growing population.
- 3.12.b. Locate new school sites generally in accordance with the following minimum criteria:
- Within residential areas
  - Without physical barriers such as railroad tracks and arterial streets and highways
  - Site located on fully-accessible streets
  - Outside of airport flight zones and floodplains
- 3.12.c. Support legislation which will assist in financing the construction of new school facilities required by new development.
- 3.12.d. Cooperate with school districts in identifying and evaluating the impacts of demographic changes which may affect the need for new schools, school closures, require re-opening of closed schools, or affect school-site reservations.
- 3.12.e. Support the development of colleges and universities within the community.

**GOAL 13:** *To provide for orderly, well-planned and balanced growth consistent with the ability of the City to ensure the provision of adequate services and facilities to support existing and future development, the City should:*

**POLICIES:**

- 3.13.a. Make development approval contingent upon adequate service levels being available. All public facilities and services required for new development, including adequate police and fire protection, should be provided coincidental with, and prior to occupancy of, new development.
- 3.13.b. Make development which creates the need for services and facilities primarily responsible for financing those services and facilities.
- 3.13.c. Apply for available State and Federal grants for the purpose of improving public facilities as such programs become available.
- 3.13.d. Assess the needs of young families and the elderly for improved and conveniently located public and private facilities such as transit, day care, medical facilities, and parks and recreation.
- 3.13.e. Do not extend water, electric, or sewer service outside the City limits, except in extraordinary circumstances, in accordance with City Council policies.



- 3.13.f. Continue to phase out the use of septic systems by providing sanitary sewer service to all new development within the City.
- 3.13.g. Further expand and develop new wastewater collection, treatment and disposal facilities to accommodate the needs of new development.
- 3.13.h. Continue to expand and develop new storm drainage facilities to accommodate the needs of new development and to protect existing development.
- 3.13.i. Attempt to maintain a balance between jobs and housing. To achieve this, the City should monitor development and make adjustments in land use designations as needed to maintain balance.
- 3.13.j. Continue its policy of conditioning new development to provide for adequate park and open space lands relative to the anticipated increase in population due to the development.
- 3.13.k. Continue to expand and develop new supplies of domestic water to accommodate the needs of new development and to protect existing development.

<b>ISSUE 4:</b>	<b>Effective management of community development by monitoring the supply of land available for all uses both within the City limits and beyond and, when necessary, supplementing that supply.</b>
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**GOAL 14:** *To influence the rate, location, and level of development outside the City limits, within the Planning Area, the City should:*

**POLICIES:**

- 4.14.a. Plan for the annexation of future development occurring outside the current City limits, within the Redding Planning Area and Sphere of Influence.
- 4.14.b. Minimize incentives for urban development to occur outside the City by the withholding of City services unless it can be shown that there is an equal or near-equal return to the City based on the cost of such service or that the provision of such service outside the City benefits directly the health and safety of residents of the City and that provision of such service does not induce additional urban development outside the City nor make annexation of the area served more difficult. This will be achieved in the following ways:
  - (1) By controlling the location, extension, and timing of sewer, water, and electric lines, service, and facilities.
  - (2) By using the Redding General Plan to determine the intensity of use of a property.
  - (3) By operating existing City services at a rate of return such that residences within the incorporated area do not subsidize development occurring outside the City.

- (4) By supporting or requiring development standards at least equal to those of the City.
- (5) By retaining majority control of all regional sewage systems that provide service within the City's general Planning Area.
- (6) By generally opposing development of community septic systems, or temporary sewage-disposal facilities.
- (7) By requiring annexation before services are provided by the City.
- (8) By entering into reimbursement agreements for utility improvements only within the City limits.
- (9) By requiring utilities to be developed in accordance with the adopted master utility plans and policies.
- (10) By maintaining adequate capacity in existing City facilities for property owners already in the City.
- (11) Through key open-space acquisitions such as public lands to the north and northwest in order to establish defensible boundaries.
- (12) By opposing the creation of new or the expansion of existing special districts within the City's Sphere of Influence except in the case where an existing district and the City have already entered into a contract to permit overlapping annexations.
- (13) By avoiding joint-operating, aid, or service agreements that could be an impediment to annexation of property except when it is in the public health, safety, and interest to do so, and of mutual benefit to the City and the other jurisdiction.

**GOAL 15:** *To provide adequate land in a range of densities to meet the affordable housing needs of all income groups expected to reside within the City of Redding, the City should:*

**POLICIES:**

- 4.15.a. Maintain an adequate supply of land in appropriate land use categories to accommodate projected housing demand based on projected growth rates and as a stabilizing factor for land prices.
- 4.15.b. Promote the development of affordable housing in all residential land use categories to meet the needs of low- and moderate-income persons.

**GOAL 16:** *To promote the development of compatible residential communities, the City should:*

**POLICIES:**

- 4.16.a. Distribute higher-density housing throughout the City, where public services and facilities are available and within walking distance of shopping areas.



- 4.16.b. Ensure that areas designated for residential development are not in close proximity to potentially hazardous conditions including flooding and airport approach zones.
- 4.16.c. Distribute mobilehome parks throughout the City rather than in only a few locations.
- 4.16.d. Incorporate private open-space and recreation amenities which will supplement public facilities provided by the City into common-interest subdivisions, mobilehome parks, and multi-family developments.
- 4.16.e. Construct drainage courses in such a manner to pass a 100-year flood when development is approved on or near a water shed.

**GOAL 17:** *To provide adequate land for the development of commercial uses which will provide goods and services to Redding area residents and serve the needs of visitors, the City should:*

**POLICIES:**

- 4.17.a. Encourage the redevelopment of the Downtown, South Market and North Market Street commercial areas in order to stop the spread of physical blight and to allow these older, established retail areas to compete effectively with new commercial developments.
- 4.17.b. Encourage the development of new businesses which generate high sales tax revenue and jobs.
- 4.17.c. Promote the development of visitor accommodations including hotels, motels, convention facilities, campgrounds, and recreational vehicle parks.
- 4.17.d. Provide land designated for commercial development in locations which allow for efficient access for the type and intensity of use. Commercial development serving local-neighborhoods should be easily accessible by non-vehicular means.
- 4.17.e. Cluster commercial development along major streets and preferably at major intersections. Strip commercial development should be discouraged. The City should establish neighborhood commercial areas to reduce motor vehicle use.
- 4.17.f. Locate tourist-oriented development in close proximity to major travel routes and Interstate 5.
- 4.17.g. Make provision for the development of a second regional shopping mall within the Planning Area.

**GOAL 18:** *To continue to encourage the development of governmental and other service industries including medical facilities, the City should:*

**POLICIES:**

- 4.18.a. Locate new governmental and medical facilities in the direction of growth within the City to ensure convenient access by local residents.
- 4.18.b. Designate land in appropriate locations which will provide for the construction of service industries including medical facilities.

**GOAL 19:** *To provide and protect adequate land to support development of industrial uses, the City should:*

**POLICIES:**

- 4.19.a. Promote the development of and actively seek out clean, non-polluting industries which pose little or no health-related hazards.
- 4.19.b. Promote the development and expansion of trucking terminals in locations where such development is compatible with other land uses and encourage incompatible existing terminals to relocate. Suitable locations would include industrial/commercial areas adjacent to I-5 or Highway 273.

**GOAL 20:** *To promote the economic viability of agriculture in areas suited for agricultural use, the City should:*

**POLICIES:**

- 4.20.a. Encourage the preservation of existing prime agriculture soils with lot sizes capable of supporting part-time family farming operations.
- 4.20.b. Discourage the cancellation of Williamson Act contracts until it is demonstrated that the lands with such contracts will be needed for urban development in the immediate future.
- 4.20.c. Ensure that the approval of urban development near existing, income-producing agricultural lands, will not constrain agricultural practices or adversely affect the economic viability of nearby agricultural operations.
- 4.20.d. Encourage the County of Shasta to retain agricultural land use designations thorough large lot sizes of 30 acres or greater on land adjacent to the City.

**GOAL 21:** *To ensure that new development near airports is compatible with airport operations, the City should:*

**POLICIES:**

- 4.21.a. Ensure that development near airports is consistent with airport land use plans equal to or more restrictive than those adopted by the Shasta County Airport Land Use Commission and the City Council.

<b>ISSUE 5:</b>	<b>Preservation of existing community character, as well as mitigation of impact of future development on the community.</b>
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**GOAL 22:** *To enhance and preserve the integrity of existing residential neighborhoods, the City should:*

**POLICIES:**

- 5.22.a. Ensure that the character of existing neighborhoods is taken into consideration when approving new development in adjoining areas.
- 5.22.b. Strive to maintain the historic character of older residential areas and the City center.
- 5.22.c. Consider factors such as neighborhood character and identity, impacts on City services and facilities, and traffic impacts when a project proposes a higher density than otherwise exists in a neighborhood ,in deciding whether or not to approve the project.
- 5.22.d. Ensure that development standards are applied equally to all residential development in the Planning Area.
- 5.22.e. Design and site proposed developments adjacent to existing residential areas to ensure the privacy of the existing residences.
- 5.22.f. Consider the preservation of viewsheds from existing residential areas in the review of new development proposals that would increase height limits.

**GOAL 23:** *To ensure that all new development is designed and constructed in accordance with reasonable and consistent design standards which will enhance the appearance of the community, the City should:*

**POLICIES:**

- 5.23.a. Require the undergrounding of new electrical distribution (12Kv or lower voltage) and communication facilities located inside new development, whenever practical (excludes transmission lines, associated distribution underbuild, and substations).
- 5.23.b. Ensure that site design addresses aesthetic, as well as environmental and safety concerns.

**GOAL 24:** *To ensure that the appearance of existing areas of the community is maintained and the investments made in property are protected from blighting impacts, illegal activities, and conflicting uses, the City should:*

**POLICIES:**

- 5.24.a. Actively enforce the Building Codes, Fire Code and other related codes, relative to the condition and structural integrity of buildings.



- 5.24.b. Formulate and adopt a community-appearance ordinance to preserve neighborhoods, maintain vital and attractive community areas, minimize blight and decay, and protect property values.
- 5.24.c. Continue a proactive code enforcement program and require the correction of Zoning and Building Code violations before blight occurs.

**ISSUE 6:**      **Respect for the economic and employment opportunities afforded by private development.**

**GOAL 25:**      ***To guide City planning and implementation of economic-development activities, the City should:***

**POLICIES:**

- 6.25.a. Encourage private investment that will lead to expanded local business activity, increased employment, and a larger, more diversified economic and tax base.
- 6.25.b. Support existing business and industry and encourage its development and expansion.
- 6.25.c. Provide expeditious processing of plans, building permits, and related applications for development.
- 6.25.d. Utilize all available tools such as redevelopment and enterprise zones to achieve economic development objectives.
- 6.25.e. Utilize, wherever practical, its land inventory to provide an industrial opportunity to expand the employment base of the City.
- 6.25.f. Support, in general, the private sector in its endeavor to attract, locate, and expand manufacturing or assembly firms which will provide additional employment opportunities. The City's role should generally be limited to those functions and services which cannot be provided as effectively by the private sector.

**RELATED POLICIES:**

The following is a listing of areas of additional policies addressed in other elements of the Redding General Plan that relate to land use planning decisions and which are implemented during general plan amendment, zoning, subdivision or use permit considerations.

**Circulation Element**

- Streets and highways
- Public transit
- Nonmotorized vehicles
- Special transportation
- Energy
- Environment
- Transportation Systems Management
- Congestion Management

**Housing Element**

- Housing stock
- Affordable housing
- Sites for housing
- Housing mix
- Equal housing opportunities
- Energy conservation

**Conservation and Open Space Element**

- Soil erosion
- Scenic quality and access to creeks and the Sacramento River
- Water quality and supply
- Floodplain Management
- Wildlife and vegetation
- Minerals
- Agriculture
- Air quality
- Soil Erosion or watershed and hillside development
- Open space
- Park Marina Drive Specific Plan

**Noise Element**

- Noise standards
- Airport noise
- Industrial noise
- Railroad noise
- Traffic noise
- Noise-sensitive uses
- Noise complaints
- Noise-impact areas

**Safety Element**

- Fire protection
- Street design
- Pedestrian and bicycle safety

**Seismic Element**

- Seismic and soil safety

**Scenic Route Element**

- Scenic routes
- Scenic waterways

**Recreation Element**

- Park acquisition and planning
- Recreation and park development
- Concessions
- Park management

## **VII. IMPLEMENTATION PROGRAM**

The Implementation Program provides a translation of certain Goals and Policies set forth in Section VI into action programs.

The Implementation Program is divided into two sections. The first section, General Implementation Measures, includes a description of implementation mechanisms which are routinely used by the City to implement goals and policies of the General Plan. The second section, Specific Implementation Measures, contains implementation programs intended to respond to specific goals and policies identified in Section VI of the Land Use Element.

### **A. GENERAL IMPLEMENTATION MEASURES**

#### **1. Zoning**

The Zoning Ordinance is the City's principal tool for effectuating the land use proposals of the General Plan. Through zoning, the City not only determines what development should be permitted, but what regulates the timing of new development. The distinction between the General Plan and the Zoning Map is often confused, because the average person tends to view both in terms of regulating land use. Whereas the General Plan Map shows a generalized pattern of future uses, looking ahead as far as 20 years, the Zoning Map is precise and relates more to the present and immediate future. While the General Plan is a policy guide for future development, the Zoning Ordinance and Map are the actual regulatory tools used to implement the General Plan on a more specific basis.

As rezones are initiated by private property owners or the City, the Zoning Map will change. The General Plan provides a basis for judging the propriety and timeliness of zoning changes. Zoning proposals that may have merit yet do not conform with the General Plan may indicate a future need for reassessment of the General Plan to determine if an amendment is warranted. Over the years, zoning will gradually move toward the goals contained within the General Plan as both private and public development interests are achieved.

Redding's Zoning Ordinance includes a wide variety of districts that can be applied to effectuate the General Plan. Some additional categories may be needed in the future and some of the present regulations may require some revision or clarification.

There are currently five residential zones in the ordinance ranging from the R-1 Single Family District to the R-4 Multiple Family District. The "B" Combining District is provided to allow for a wider range of site development requirements such as increased setbacks and larger lot sizes wherever they are applicable. The ordinance also includes an "R-T" Combining District that with the granting of a use permit permits mobilehome parks on sites of five



acres or more in some zones and a "C-T" Combining District that permits travel trailer parks on sites of two acres or more in some zones. In addition, the "S-T" District can be combined with either the "R-1" or "R-2" residential zone to permit mobilehomes on individual lots. The "AA" Combining District allows for certain single-family dwellings in R-1 Districts which meet square footage requirements to convert a portion of the existing home into an accessory apartment. Another combining district, the "A" Special Agricultural Combining District, allows for non-commercial and limited commercial agricultural pursuits in conjunction with single-family residences on large lots.

The Zoning Ordinance includes six commercial zones which apply to office ("C-O"); small neighborhood shopping areas ("C-1"); general commercial development ("C-2"); service commercial, wholesale, and light industrial areas ("C-3"); retail core commercial district ("C-4"), which is applicable to the retail uses that are dependent upon pedestrian traffic such as the old downtown area; and to limited service commercial uses ("C-6").

There are two industrial categories included in the Zoning Ordinance. The "PI" Planned Industrial District provides controls to the degree needed to assure high quality, attractive industrial uses. The "M-2" zone allows most types of industrial uses with less emphasis on appearance.

Current zoning regulations include an overlay zone (the "F" District) that can be combined with other zones to require site plan and design review for all proposed uses. The "F" District is applied to areas of special natural beauty and to prominent sites where careful attention to earth moving, site planning, building design, and landscaping is necessary to preserve or enhance the City's appearance.

The "DR" Design Review Combining District provides for implementation of the goals and policies of any applicable Specific or Area Plan. Design review allows the City to regulate site development and ensures that the location of structures and architectural design are visually harmonious with surrounding development, thereby providing a desirable environment for occupants, visitors and the general community.

The "P-D" District (planned unit development) permits unified development of larger properties with bonuses or incentives offered for outstanding site planning and design. Planned unit development provisions also permit appropriate combinations of several land uses in a well planned development, and allow greater flexibility of design than applying separate zoning districts to one site. Detailed, staged development plans are reviewed and approved for each planned unit development.

The "U" Unclassified District provides flexibility in land-use decisions within the General Plan classifications until such time as the actual form of development takes place. Specific development proposals which were

appropriate to the area's overlaying General Plan classification would be subject to the use-permit process rather than the costlier, more time-consuming rezoning process.

While the current range of zoning alternatives is sufficient to carry out the objectives of the General Plan, The City may want to consider adding an open space district compatible with the "Greenway" designation to be applied to steep slopes that should not be developed and to other areas that should be preserved in open use for topographic, geologic, or hydrologic reasons. Most of these areas are currently zoned "U" Unclassified or "U-F" requiring site plan review. "F-P" Floodplain Zoning Combining District applies to properties in lowlands and floodplains along the Sacramento River and other major water courses that are subject to inundation. In addition, the City might consider adding a Highway Commercial District, an Airport District, and a Public Facility District to its Zoning Ordinance.

Table 10 illustrates the relationship between the General Plan Land Use Classifications and the Zoning Classifications.

**Table 10**  
**General Plan/Zoning Consistency**

GENERAL PLAN CLASSIFICATION	IMPLEMENTS ZONING CLASSIFICATION
0.2 to 3.5 units per acre	U, R-1 or R-1 with B, Combining District
4.0 units per acre	U, R-1, PD
6.0 units per acre	U, R-1, R-2, RM-6, PD
9.0 units per acre	U, R-2, RM-6, R3-40, PD
12.0 units per acre	U, RM-9, R3-30, R3-40, PD
18.0 units per acre	U, RM-12, R3-25, R3-30, PD
24.0 units per acre	U, RM-18, R3-15, R3-20
Office/Residential (OR)	U, R4-40, R4-30, R4-25, R4-20, PD
Office (OFF)	U, R4-15, R4-20, CO
Retail (R)	U, C-0, C-1, C-2
Service Commercial (SC)	U, C-2, C-3, C-6
Planned Industrial (PI)	U, PI
Light Industrial (LI)	U, PI, C-3, or C-6
General Industrial (IND)	U, M-2, PI
Public/Institution (P or I)	ALL
Airport Service (AS)	U
Agriculture (AG)	U, R-1A
Park/Golf Course (P/G)	ALL
Greenway/Steep Slope/ Floodplain/Scenic (GW)	U, U-F, FP
Source: Redding Department of Planning & Community Development	

## **2. Specific Plans**

Specific plans provide a bridge between the general policy direction set forth in the General Plan and the specific requirements contained in the Zoning Ordinance. The requirements are set forth in California Government Code, Sections 65450 et seq., as follows:

"The Specific Plan should include a text and a diagram or diagrams specifying all of the following:

- (1) distribution, location, and extent of the uses of land including open space within the area covered by the Plan;
- (2) proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses described in the Plan;
- (3) standards and criteria by which development will proceed, and the standards for the conservation, development, and utilization of natural resources where applicable; and
- (4) a program of implementation measures including regulations, programs, public-works projects and finance measures necessary to carry items 1, 2, & 3."

The City should utilize specific plans such as the Park Marina Specific Plan for specific geographical areas which warrant the particular attention afforded by this type of planning tool.

## **3. Area Plans**

An Area Plan is a set of goals and policies formulated for a particular geographic area. Lands covered by an area plan are subject to the policies of both the General Plan and the more specific policies of the area plan. Policies of the area plan are implemented through the application of appropriate zoning districts and standards set forth in the Zoning Ordinance.

Although similar to specific plans, and recognized in the California Government Code, area plans do not entail the same level of detail required for specific plans.

The City is divided into planning units that have defined geographical boundaries. Over the planning period, the goal is to formulate one new area plan each year or update an existing area plan. Future possible Area Plans are illustrated in Figure 3. Area Plans should reflect the overall growth strategy of the City. During updates, when possible, smaller existing area plans will be consolidated.



The following schedule covers these activities during the planning period:

**TABLE 11**

<b>SCHEDULE OF AREA PLANS UPDATE AND CONSOLIDATION</b>	
<b>AREA PLAN</b>	<b>FISCAL YEAR</b>
Westside Area Plan	1991/92
Upper Stillwater Area Plan	1992/93
Middle Stillwater Area Plan	1992/93
Upper Churn Creek Area Plan	1992/93
Middle Churn Creek Area Plan	1993/94
Expansion of Texas Springs	1993/94
Buckeye Area Plan	1994/95
Enterprise Area Plan	1994/95
Cascade Area Plan	1995/96
Quartz Hill Road Area Plan	1995/96
Downtown Redding Area Plan	1996/97
Churn Creek Bottom Area Plan	2000/01
Redding Municipal Airport Specific Plan	2000/01

#### **4. Development Review**

The Department of Planning and Community Development is primarily responsible for regulating planning, building, and housing activities within the Redding City limits. The responsibility for carrying out these activities is divided between the following divisions:

<u>DIVISION</u>	<u>RESPONSIBILITIES</u>
Building	Permits and Inspections Plan Check
Projects, Programs and Policies	Advanced Planning, Housing, Redevelopment, and Rehabilitation
Neighborhood Preservation	Code Enforcement, Administrative Permits, Design Review
Development Services	Current Planning, Zoning Permits, Development Review

In addition, the Planning Department relies on the technical expertise of other City departments to fulfill its responsibility to oversee the implementation of the Redding Land Use Element.

The Planning Division places planning activities into three broad categories: current planning, advance planning, and code enforcement. Generally, current planning activities include the day-to-day processing of various types of applications (use permits, lot splits, subdivisions, variances, etc), as well as preparation of necessary staff reports to the Planning Commission, Recreation and Parks Commission, River and Waterways Commission, and City Council. Providing the public with information regarding General Plan policies and zoning-district guidelines, and providing guidance in the development process are also examples of current planning activities. The City will continue to make the permit process as efficient and streamlined as possible.

Advance planning activities include such projects as the preparation of environmental impact reports and area plans, the drafting of new ordinances or updating of existing ordinances, and continual updating of the General Plan. Code enforcement deals with the enhancement and protection of existing neighborhoods, and ensures that property values and community character do not suffer due to unrestrained code violations.

The Redding Department of Planning and Community Development provides advice and consultation to persons interested in the development process. Handouts and guidebooks are continually developed and used by the Department to explain processes and available options.

Working together with the Planning Department are the Public Works and Recreation and Parks Departments, which analyze new development applications for the following:

- Adequate solid-waste disposal;
- infrastructure needs;
- access issues;
- parks and open space issues; and
- circulation issues.

## **5. Environmental Review**

The California Environmental Quality Act (CEQA) requires an evaluation of the potential environmental impact of all proposed development. The Planning and Community Development Department administers CEQA for the City in accordance with State guidelines.

The environmental impacts of projects may be reviewed by the Board of Administrative Review, Planning Commission, and/or the City Council. The environmental impacts of projects not considered categorically exempt from the requirements of CEQA may be found insignificant, thus allowing the filing of a

Negative Declaration; or the impacts can be found significant enough to require the preparation of an environmental impact report (EIR).

An EIR is generally prepared by a consultant under the guidance of the Department of Planning and Community Development. Prior to action on a development request the EIR must be certified by the City Council to be adequate. An EIR is an information document; adoption of an EIR does not necessarily constitute approval of a project.

The City will continue to use the California Environmental Quality Act (CEQA) process to identify the environmental effects of development proposals and to recommend appropriate mitigation measures to insure the orderly well planned growth of Redding.

## **B. SPECIFIC IMPLEMENTATION MEASURES**

The following implementation measures are identified by topic. Accompanying each of the implementation measures is the following information:

- Identification of the goal and/or policy (See Section VI) the measure implements.
- The public agency responsible for implementing the measure.
- The time frame (expressed in fiscal years) in which the measure is expected to be implemented.

### **1. Adequacy of Public Facilities and Services**

The City should develop a five- or ten-year capital improvement program for public facilities. New development should install improvements in accordance with requirements of the Plan.

Implements Goal/Policy:	Goal 8/3.8.f Goal 10/3.10.a,c-e Goal 11/3.11.c Goal 12/3.12.a Goal 13/3.13.a,b,c,f,g,h,k
Responsible Agency:	Public Works Department Planning & Community Development Department Finance Department Recreation & Parks Department Electric Department
Time Frame:	FY 1991/99

### **2. Public Facilities/Domestic Water Supply and Fire Flow**

The City should prepare a water supply master plan which addresses the water needs of the City in accordance with anticipated development and potential changes in State law affecting ground water or other agencies seeking water rights in the area.



Implements Goal/Policy:	Goal 8/All Goal 13/3.13.k
Responsible Agency:	Public Works Department Fire Department
Time Frame:	FY 1991/92

### **3. Hillside Ordinance**

The City should revise its Hillside Development Ordinance, to address erosion and siltation, as well as aesthetic issues. The ordinance should provide standards for all grading and site-development operations and establish administrative procedures for approval of subdivisions in hillside areas.

Implements Goal/Policy:	Refer to Conservation & Open Space Element
Responsible Agency:	Planning & Community Development Department Public Works Department Fire Department U.S. Soil Conservation Service Resource Conservation District
Time Frame:	FY 1991/92

### **4. Tree Preservation Ordinance**

The City should adopt a tree-preservation and replacement ordinance which identifies trees to be protected and establishes regulations for their protection.

Implements Goal/Policy:	Goal 1/1.1.a Goal 3/1.3.a,c-e
Responsible Agency:	Planning & Community Development Department Recreation and Parks Department Public Works Department
Time Frame:	FY 1991/92

### **5. Congestion Management Plan**

In order to qualify for gas tax subventions authorized by State Proposition 111, approved by voters in June 1990, the City shall participate in the development and adoption of a Congestion Management Plan. The Plan will establish standards for traffic flow on designated highways and roadways throughout the County. It is likely that during the use permit process new development proposals will be analyzed as to the impact they will have on existing traffic flow. Mitigation measures will be imposed to limit any adverse impacts. The overall intent of the Plan is to reduce the level of air pollution due to traffic by reducing traffic congestion throughout the region. The development process will include consideration of the requirement for consistency with the Shasta County Air Quality Attainment Plan.

Implements Goal/Policy: Goal 4/All  
Goal 9/All

Responsible Agency: Planning & Community Development Department  
Shasta County Regional Transportation Agency  
Public Works Department

Time Frame: FY 1991/92

## 6. Zoning Ordinance Revision/Slope Density Standards

The City should establish a Slope Density Combining District in the Zoning Ordinance for application to all hillside areas of the City which have development potential. The purpose of the District is to reduce residential densities on steeper hillsides by requiring lot sizes which increase proportionately with increases in slope.

Implements Goal/Policy: Refer to Conservation & Open Space Element

Responsible Agency: Planning & Community Development Department  
Fire Department

Time Frame: FY 1991/92

## 7. Zoning Ordinance/Planned Development Process

The City should revise its Planned Development regulations in order to continue to encourage use of the Planned Development process as a means of promoting innovative site design, preserving important natural site features, and making Planned Developments easier to process.

Density bonuses should be granted in accordance with the following schedule if the property is adjacent to an arterial and if findings listed in Section 18.07 & 18.36 of the City Code are in evidence:

Area Plan Density (Units/Acre)	Maximum P. D. Density (Units/Acre)
2.0	3.0
3.0	4.2
4.0	5.0
6.0	8.4
9.0	12.0
12.0	14.5

Implements Goal/Policy: Goal 5/1.5.c,d  
Goal 16/4.16.d

Responsible Agency: Planning & Community Development Department

Time Frame: Ongoing and FY 1991/92

## **8. Zoning Ordinance/Riparian Zone Setback**

The City should amend the Zoning Ordinance to require a setback suitable to protect riparian areas and incorporate stream protection measures in the subdivision ordinance.

Implements Goal/Policy:	Goal 1/1.1.a-d Goal 2/1.2.b-d Goal 3/1.3.a-e,g,h
Responsible Agency:	Planning & Community Development Department
Time Frame:	FY 1991/93

## **9. Educational Quality**

The City should continue to cooperate with the school districts by providing statistical information on demographics, and by assisting the districts in the school-site selection process.

Implements Goal/Policy:	Goal 12/All
Responsible Agency:	Planning & Community Development Department Building Department School Districts
Time Frame:	Ongoing

## **10. Code Enforcement: Community Appearance Ordinance/Building Code Enforcement/Fire Code**

The City should adopt and implement a Community Appearance or Neighborhood Preservation Ordinance which will address issues such as: weed growth, exterior building maintenance dismantled vehicles and machinery, refuse and rubbish disposal, etc. In addition, the City should establish a formal Building and Sign Code Enforcement program.

Implements Goal/Policy	Goals 22, 23, 24
Responsible Agency:	Building Department Planning & Community Development Department Public Works Department Fire Department
Time Frame:	FY 1993/94

## **11. Sphere of Influence**

The City should seek to expand its Sphere of Influence with enough lead time to allow the planning of services and the design of utilities and streets to handle probable ultimate development given the life cycle of utilities, streets and development as compared to the general plan.



Implements Goal/Policy:	Goal 14/All
Responsible Agency:	City of Redding Planning & Community Development Department County of Shasta Planning & Community Development Department Shasta County LAFCO
Time Frame:	FY 1990/92

## **12. Environmental Review/Impact Monitoring**

To ensure that mitigation measures adopted in the approval of development projects are properly implemented and enforced, the City should formulate and implement a mitigation-monitoring program which is consistent with the intent of Assembly Bill 3180.

Implements Goal/Policy:	Goals 1-8
Responsible Agency:	Planning & Community Development Department Public Works Department
Time Frame:	FY 1991/92

## **13. Riverfront Master Plan**

The City should prepare and adopt a master plan for all publicly owned land along the Sacramento River including Turtle Bay, Benton Ranch, Caldwell Park, and the Diestelhorst property. The plan could also serve as a Parkway Plan.

Implements Goal/Policy:	Goal 1/1.1.a-e
Responsible Agency:	Planning & Community Development Department Parks Department
Time Frame:	FY 1990/91

## **14. Air Quality Attainment Plan/Transportation Control Measures Plan**

The City shall participate in the development of an Air Quality Attainment Plan and its Transportation Control Measures Plan in coordination with the County Air Pollution Control District, as required by the California Clean Air Act of 1988. As specific elements of the Plan are finalized, project review procedures will be developed in conformance with the Plan.

Implements Goal/Policy:	Goal 4/All
Responsible Agency:	Planning & Community Development Department Shasta County Air Pollution Control District Public Works Department
Time Frame:	FY 1992/93

## **15. Waterway Corridor Protection Program**

The City should prepare and implement a master plan for the Churn Creek Area which provides a framework for stream protection, management and restoration. This plan can serve as a prototype and will be adapted for use in other watercourse areas including, but not limited to Salt Creek, Sulphur Creek, Olney Creek, Stillwater Creek, Jenny Creek and Clover Creek.

In addition, the City should continue to require dedications or easements within 100-year floodplains in conjunction with development requests.

Implements Goal/Policy:	Goal 1-3
Responsible Agency:	Planning & Community Development Department Recreation & Parks Department Public Works Department State Department of Fish and Game
Time Frame:	FY 1990/91

## **16. Development Outside City Limits**

The City should continue to work with Shasta County in an effort to ensure that development approved outside the City limits but within the Planning Area is consistent with the Redding General Plan and Sphere of Influence and that development standards are compatible with the City's.

Implements Goal/Policy:	Goal 14/All
Responsible Agency:	City Manager's Office Planning & Community Development Department County of Shasta
Time Frame:	Ongoing

## **17. Archaeological Resources**

The City should routinely refer all development applications and public works projects which require preparation of an EIR to the California Archeological Inventory-Northeast Information Center, California State University, Chico for review and recommendations concerning archaeological issues.

Implements Goal/Policy:	Goal 7/All
Responsible Agency:	Planning & Community Development Department Public Works Department
Time Frame:	Ongoing

## **18. Historical Preservation**

The City should update their survey of historic and architecturally significant structures within the Planning Area to provide a basis for the eventual establishment of a Historic Preservation Combining District in the Zoning Ordinance as a means of protecting historic and architecturally significant structures. A committee should be formed to establish appropriate selection criteria.

Implements Goal/Policy:	Goals 6 and 22
Responsible Agency:	Planning & Community Development Department Building Department
Time Frame:	FY 1992/93

## **19. Additional General Plan Elements**

The City should consider the adoption of the following additional General Plan elements:

- Air Quality Element
- Hazardous Materials Element
- Economic Development Element
- Redevelopment Element
- Public Facilities Element
- Growth Management Element

The purpose of these additional elements would be to focus attention on particular topics in greater detail than is appropriate in the existing elements and to incorporate relevant aspects of these topics into the planning process.

Implements Goal/Policy:	
Responsible Agency:	Planning & Community Development Department
Time Frame:	FY 1992 through 1994

## **20. Ten-Year City Improvements Plan**

The Ten-Year City Improvements Plan is based on projected locations and intensities of development anticipated during the next decade, assuming the City takes appropriate actions to effectuate the plan. Growth is likely to take place in the projected pattern even if it does not occur at the rate forecast.

Capital improvement projects compete with the City's annual maintenance and operating expenses, and with each other, for available funds; and obviously a set of priorities must be established for the sometimes meager amounts available for new site acquisition and construction. The process of setting priorities combines an assessment of the relative importance of projects with



a judgement of appropriate timing and most effective sequence. These decisions on the municipal level are made much like personal decisions, in that sometimes the decision is based on what can be afforded, and sometimes it is decided to afford something highly desired and to forego some other luxury or necessity. The annual capital improvement budget logically can be the residual amount left after operating expenses have been paid, but operating costs themselves are subject to variation according to the community's sense of priorities. There are no simple rules for deciding whether to spend money on a fire station or a park, for example, that must compete for the same limited funds. If public safety needs always received the highest priority, parks would never get into the municipal budget.

Advance acquisition of sites for public projects often is cited as a financial benefit derived from careful planning. However, local governments are chronically unable to achieve their capital improvements goals, and advance purchase at a lower price than prevails in later years may be at the cost of a missed opportunity or a deferred facility elsewhere. Future taxpayers benefit from the lower cost of advance site purchases, but present residents find their money invested in a site they cannot use. Even though interest on public loans is much lower than the usual land price appreciation and the only additional holding cost is lost tax revenue, the optimum time for site purchase is not always long in advance of use. Advance acquisition versus development is a constant dilemma. Whereas failure to acquire a park site may condemn an area to permanently substandard service, five years' deferral of development on existing park sites may leave a generation of children unserved.

In the end, the choice is largely a matter of community taste, expressed by the viewpoints of those elected to the City Council. A logical set of priorities can only be established by weighing all of the competing demands on the City's resources, and by assessing the community's desire and ability to pay for services and facilities. Table A5 in the Appendix presents a list of the projects proposed in the 10-Year City Improvements Plan. This project list will be updated periodically to reflect significant changes.

## **21. Density Bonus**

Unless constrained or precluded by other policies of the Redding General Plan or by infrastructure problems, the density of residential projects within certain classifications may be increased by as much as 25 percent, or more. Under California Government Code Section 65915, a 25 percent density bonus or financial incentive of equivalent value must be granted for projects which set aside at an affordable price a certain percentage of dwelling units for low- or lower-income persons. The City has adopted an ordinance (Chapter 18.07) to implement this State mandate.

Implements Goal/Policy:	Goal 15/4.14.b
Responsible Agency:	Planning & Community Development Department
Time Frame:	Ongoing

## 22. General Plan Elements Updates

As required by State Planning Law and in order to keep the Redding General Plan as up-to-date as possible, the existing Elements of the General Plan will be periodically updated and revised. With each update, the remaining Elements will be reviewed to ensure that the entire General Plan remains both accurate and internally consistent.

<u>ELEMENT</u>	<u>SCHEDULE</u>
Land Use	1991-92
Housing	1991-92
Circulation	1992-93
Conservation/Open Space	1992-93
Noise	1993-94
Safety	1993-94
Seismic	1993-94
Scenic Route	1993-94
Recreation	1992-93

Responsible Agency:	Planning & Community Development Department Recreation and Parks Department Public Works Department
Time Frame:	Ongoing

## **VIII. APPENDIX**

Tables contained within this section will be updated by the Planning and Community Development Department at the end of each calendar year.



TABLE A1

## INVENTORY OF RESIDENTIAL LAND WITHIN SPHERE OF INFLUENCE

Classification	Acres	Undeveloped Acres	Units	Population Factor	Potential Population
Residential 0.1 units/acre	191 Acres	75 (39%)	19	3.0	57
Residential 0.2 units/acre	5,829 Acres	3,860 (66%)	1,166	3.0	3,498
Residential 0.5 units/acre	718 Acres	270 (38%)	359	3.0	1,077
Residential 1.0 units/acre	2,483 Acres	1,040 (42%)	2,483	3.0	7,449
Residential 2.0 units/acre	8,311 Acres	4,990 (60%)	16,622	3.0	49,866
Residential 3.0 units/acre	6,075 Acres	3,800 (63%)	18,225	3.0	54,675
Residential 3.5 units/acre	4,501 Acres	1,700 (38%)	15,754	3.0	47,262
Residential 4.0 units/acre	1,321 Acres	387 (29%)	5,284	3.0	15,936
Residential 6.0 units/acre	929 Acres	270 (29%)	5,574	2.0	11,148
Residential 9.0 units/acre	1,243 Acres	650 (53%)	11,187	2.0	22,374
Residential 12.0 units/acre	486 Acres	220 (45%)	5,832	1.75	10,206
Residential 18.0 units/acre	277 Acres	40 (15%)	4,986	1.75	8,726
TOTAL:	32,364 Acres	17,302 (53%)	87,491		232,274

Source: Redding Department of Planning & Community Development, Land Use Survey of February 1992.

TABLE A2

INVENTORY OF ALL LAND CLASSIFICATIONS WITHIN SPHERE OF INFLUENCE		
Classification	Gross Acres	Undeveloped Acres
Industrial		
General Industrial		1,110 Acres
Light Industrial		130 Acres
Planned Industrial		<u>900 Acres</u>
Total:	4,353 Acres	2,140 Acres (49%)
Commercial		
Service Commercial	1,295 Acres	300 Acres (23%)
Retail Commercial	1,407 Acres	430 Acres (31%)
Highway Commercial	<u>245 Acres</u>	<u>100 Acres</u> (41%)
Total:	2,947 Acres	830 Acres (28%)
Office		
Office	325 Acres	205 Acres (63%)
Office/Residential	<u>142 Acres</u>	<u>50 Acres</u> (35%)
Total:	467 Acres	255 Acres (54.6%)
Airport Service	1,127 Acres	Undetermined
Public or Institutional	2,532 Acres	741.6 Acres (29%)
Parks and Golf	1,463 Acres	1,202.8 Acres (82%)
Agriculture	1,516 Acres	740.5 Acres (49%)
Residential	32,531 Acres	17,302 Acres (53%)
Greenway	16,544 Acres	16,544 Acres (100%)
Urban Reserve	0 Acres	0 Acres
TOTAL:	63,490 Acres	39,756 Acres (62.6%)
Source: Redding Department of Planning & Community Development, Land Use Survey July 1991.		

TABLE 2

## REDDING GENERAL PLAN - LAND USE CLASSIFICATIONS

Use Classification	PLANNING AREA		INSIDE CITY LIMITS	
	Total Acreage	Percent of Total Acreage	Total Acreage	Percent of Total Acreage
Industrial	4,353 Acres	6.86%	3,112.25 Acres	9.21%
Service Commercial	1,295 Acres	2.04%	1,048.32 Acres	3.10%
Retail	1,407 Acres	2.23%	1,338.19 Acres	3.96%
Highway Commercial	245 Acres	0.38%	209.32 Acres	0.62%
Office	325 Acres	0.51%	324.58 Acres	0.96%
Office Residential	142 Acres	0.23%	118.90 Acres	0.35%
Airport Service	1,127 Acres	1.77%	1,127.50 Acres	3.34%
Public or Institutional	2,532 Acres	3.99%	2,022.89 Acres	5.98%
Parks and Golf (Improved Open Space)	1,463 Acres	2.30%	1,135.60 Acres	3.36%
Agriculture	1,516 Acres	2.39%	30.50 Acres	0.09%
Residential	32,531 Acres	51.24%	16,892.30 Acres	49.97%
Greenway	16,544 Acres	26.06%	6,441.64 Acres	19.06%
Urban Reserve	0 Acres	0%	0 Acres	0%
TOTAL:	63,490 Acres	100%	33,801.99 Acres	100%
Source: Redding Department of Planning and Community Development, December 1990.				



TABLE A4  
REDDING GENERAL PLAN  
AMENDMENT RECORD

GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
1-71	72-7	Wm. Sandeen (Mt. Shasta Mall)	70.00	SE of I-5 and Hwy 299 (Hilltop at Dana Drive)	1 to 3.5 u/a
1-72	72-79	Harold Shaw and Redding P.C. Enterprise Plan	10.00	Area between I-5 and Sacramento River from Palisades Subdivision south to Cypress Ave	3.5 to 9 u/a
1-73	73-16	Tom McGregor	397.00	Area bounded by N. Market St., I-5, Lake Blvd east and the Sacramento River	To higher density Res
2-73	74-45	Jack Bennet & the City of Redding	8.60	West of Diestelhorst Bridge south of Sacramento River, north of southern Pacific right-of-way, and east of the City	To Park
1-74	75-27	Mercy Hospital Inc.	10.00	East of West St.; South of Rosaline Avenue; north Haight St.	Pub Inst & Greenway to Offices & Greenway
1-75	75-77	Shasta Enterprises Inc.	50.00	North of Hemsted Dr.; West of Bechelli Ln.	HD Res to Office
2-75	76-41	Gary Pyszora, Statewide, & City of Redding	1,488.00	Bound by Sacramento River, I-5, Hwy 44, and Hwy 299 and bluffs east of Churn Creek	Commercial to HD Res & Commercial
1-76	76-106	Ken Knighten	150.00 <u>44.00</u> 195.00	Bound by I-5, Twin View Blvd. & Lake Blvd	To LD, MD, MHD Res, & Service Commercial
2-76	77-42	Magnolia Court Neighborhood Plan	165.00	Magnolia, Railroad, Eureka Way, and Gold Street	Reduced density
3A-76	---	Echo Moran	68.00	West of and adjacent to N. Market Street; North of Redding Heights Sub.; East of Southern Pacific Railroad; South of Masonic Avenue	Not Adopted
3B-76	---	Donald Ragan	120.00	Southwest of and adjacent to Panorama Heights; West of Howard	Not Adopted

GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
1-77	74-75	Humboldt Financial Services	530.00	Lake Redding Estates	LD & MD to LD, MD, HD, & Ret Comm
2-77	78-219	Cascade Neighborhood Plan	6,800.00	Cascade Annex	Adopted
3-77	---	Paul Armour	120.00	At north end of Hawley Rd. east of Twin View Blvd	Not Adopted
4-77	78-219	Wm. Gelonek	60.00	South of Eureka between Sunset Dr & Overhill Dr.	45 to 84 units R-1 to PD
5-77	78-50	Nancy Marty	131.00	NE of Quartz Hill Rd; SW of Lake Blvd	LD to MD (PD)
6-77	78-50	Panorama - Buenaventura Neighborhood Plan	472.00	North of Canyon Creek; west of Railroad Ave; south of Octavia St	P or I, LD, MD, MHD, SC, OFF, Park & Golf to LD, LMD, MD, HD, OFF, Retail, Gen Ind, P or I, Park & Golf Course
1-78	---	A. R. Highland	1.25	West end of Henry Street	Not Adopted
2-78	---	Walter Wilson	.33	1406 & 1416 Magnolia Avenue	Not Adopted
3-78	---	Everett Whitney	168.50	South of Santa Rosa Way; SW of Rocky Point School and Lake Blvd Subdivision, Units 1, 2, & 3	Not Adopted
1-79	82-101	City of Redding - Enterprise Neighborhood Plan	6,400.00	Enterprise P.V.D. Annex	Adopted
2-79	---	Kurt Reichel	18.20	East of Starlight Blvd; South of Summit Drive	Not Adopted
3-79	80-93	Upper Churn Creek	2170.00	Bounded by I-5 on the west; Hwy 299 to the south; Sunridge to the east; Oasis Rd to the north	To 3.5 u/a
4-79	79-119	Olney Creek Plan	235.00	100-year Floodplain	Adopted
5-79	79-248	Sulfer Creek	1370.00	Bound by Quartz Hill Rd, Keswick Dam Rd, Lake Blvd, & Southern Pacific Co. main line	Predominantly 3.5 u/a

GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
6-79	79-248	City of Redding-Circulation Element Amendment	Plan Area	Deleted Alta Mesa Dr as a thoroughfare and add Shasta View Dr between Rancho Rd and Hartnell Ave between Cypress Ave and Bechelli Ln as major thoroughfare	Approved
7-79	80-93	Carol Miller et al	1.20	Eureka Way at Olive Ave	9 u/a to OR
1-80	80-164	Wm. Henderlong	10.20	Lake Blvd. at Hwy 273	From 3.5 Res; Retail & Office to 9 u/a Res, O/R and Retail Commercial
2-80	---	Redding Roofing Supply	4.65	2660 S. Bonnyview Rd	Not Adopted
3-80	81-6	Clebert Richard and the City of Redding	.68	2150-2161 Sacramento Street	Res 6 to Res 9 u/a
4-80	81-97	Pullen, Gunlogson and the City of Redding	76.4	North of Old Alturas Road; East of Churn Creek	From .02 u/a and 3.5 u/a to 3 u/a
5-80	---	Harlan Eakens	200.00	North and South of Oasis Road; West of I-5	Not Adopted
1-81	81-97	State Wide Developers	5.78	2401 Victor Ave	P or I to Res 3.5 and 12 u/a
2-81	81-97	R. C. Roberts Co.	160.00	South of Caterpillar Road; West of Hwy 273, & North of Lake Blvd	Industry & 3.5 u/a Res to 3.5 & 6 u/a Res
3-81	81-274	Dr. Dave Hankin, et al.	1.00	1223-2175 Terrace Street	Res 9 u/a to OR
4-81	81-274	Jerry Knighten	8.00	Hilltop Drive	9 u/a Greenway to higher percentage of 9 u/a
5-81	83-80	Brent Owen	207.00	Mary Lake Subdivision Area	From Res 1 & 3.5 u/a and Park/Golf Course to 3 u/a Res; Retail Commercial & park
1-82	82-185	City of Redding	8,500.00	Airport	Adopted
2-82	82-101	Gary Stokes	35.00	100 Hartnell	To Retail/Off
3-82	82-101	Brian Burk et al.	8.20	Northwest corner of Hwy 44 and Victor	To Off/Res



GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
4-82	82-101	John Drake	264.00	Benton Ranch	Primarily MD Res
5-82	82-101	Enterprise Plan	6,400.00	Enterprise Annex	Adopted
6-82	---	Frank Black	---	Canyon Creek	Not Adopted
7-82	83-177	Quartz Hill Area Plan	7,083.00	Along Quartz Hill Road	Adopted
8-82	82-222	Ken Knighten	9.40	Lake Blvd east	Adopted
1-83	83-80	Jaxon Baker and City of Redding	260.00	Crestwood	MD 4.0 & 6.0 Res Primarily
2-83	---	Munk & Baker	2.00	Lake Boulevard	Withdrawn
3-83	84-41	Wm. Varges	4.90	Parkview Ave	Adopted
1-84	85-73	Gus Vasilakis/City	45.00	Dana Drive	12 u/a
2-84	84-101	Gary Stokes	9.50	155 Parkview Ave	OR to SC etc.
3-84	85-201	Cook/Osborn	18.00	North N Bonnyview Ave between Eastside Rd & Bonnyview Ave	2 u/a to SC
4-84	84-123	Quartz Hill Land & Development Co.	12.50	Benton Road & Quartz Hill Road	6 u/a
5-84	---	Gary Stokes	3.00	Hartnell Avenue	Denied
6-84	---	Robert Fisher	10.00	Adjacent to Meadowood Estates (Girvan)	Withdrawn
7-84	84-209	Clear Creek Plan	1,915.00	Clear Creek Road	Adopted
8-84	84-247	Joe Silviera	119.00	Quartz Hill Road	To LD Res
9-84	---	Catherine Schiede	.12	2964 Regal Ave	Withdrawn
10-84	---	Munk & Baker	---	1850 and 1855 Lake Boulevard	Withdrawn
11-84	---	City of Redding	---	Safety Element	Withdrawn
12-84	85-73	MDH Associates	1,790.00	Hacienda Heights	2 u/a to 3 u/a
13-84	---	Joe Machado	.73	2750 Reservoir Lane	Denied
14-84	---	C. Adams	10.50	5850 Old Oasis Road	Withdrawn

GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
15-84	85-73	Mt. Lassen Machinery	15.77	Twin View Blvd	To Hwy Comml & Residential 1 u/a
16-84	---	CVR Truck	6.24	3600 Placer Street	Denied
1-85	85-116	Mt. Lassen Machinery	2.06	3100 South Street	3.5 to Service Commercial
2-85	85-73	Don Hampshire	26.00	791 Lake Boulevard	3.5 u/a to 6 u/a
3-85	85-116	Ron Thomas	.32	2697 Victor Avenue	4 u/a to Office
4-85	---	Pilgrim Congregational Church	1.84	2850 Foothill	Denied
5-85	85-201	Graves & Co.	179.00	Twin View Boulevard	.02 to 6 u/a
6-85	85-116	P. Ogden	1.00	Henderson Road	To Service Commercial
7-85	---	Bonnyview Meadows Inv.	31.46	Bonnyview Meadows Estates	Denied
8-85	85-118	Noise Element	Plan Area	Plan Area	Element
9-85	88-298	Columbia Plan	1,465.00	North of Highway 44	---
10-85	---	---	---	---	---
11-85	86-92	City of Redding	3.70	Quartz Hill Road & Benton Drive	To OR & 3.0
12-85	---	---	---	---	---
13-85	86-25	Circulation Element	---	Plan Area	Streets
14-85	86-92	Carol Hoots & City of Redding	2.00	Alfred Way	Retail
15-85	86-92	Darlene Oaks	6.40	Girvan Rd	6.0/acre
1-86	---	Michael Glassburn	.32	1730 Kenyon Drive	Denied
2-86	---	Oregon Gulch	---	---	---
3-86	86-279	LPL Associated	9.00	2851 Eureka Way	3.5 u/a to Office

GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
4-86	86-279	Bethel Church Sundown Properties	5.40	2105 N. Bechelli Lane	To Office/Res
5-86	86-294	Alan Rag	10.35	5707 and 5725 E. Bonnyview	2.0 u/a to 3.0 u/a
6-86	86-327	Welton/Victor	1.00	155 Cypress & 2651 Lowden Lane	6.0 u/a to 18 u/a & Retail
7-86	---	Mary Lake Development	8.00	Mary Lake Subdivision	Denied, Shopping Center
8-86	86-327	Marjorie Bunton	1.37	2681 Hartnell	4 u/a to Retail
9-86	---	Patricia Ann Player	.29	2219 Garden Avenue	Denied
10-86	87-210	Shasta Golf Investors	13.00	2101 Gold Hills Drive	To Retail
11-86	87-45	John Drake	38.00	Hilltop Drive	Res 9 u/a/decrease Greenway area
12-86	87-134	Aldo Pesetti	3.40	3657 Eureka Way	3.50 u/a to Retail
13-86	87-210	Santa Ana Irrigation	131.00	1050 Dana Drive	To Res & Commercial
14-86	87-210	City of Redding	---	Citywide	Land-use classification
1-87	87-210	Colburn Thomason	128.00	1955 Gold Hills Drive	0.2 u/a to 2.0 u/a
2-87	87-376	Nor Cal Construction	8.70	2985 Hartnell Avenue	9 u/a to Service Commercial
3-87	---	Larry Thomas	.45	1901 Victor Avenue	Withdrawn
4-87	88-139	Oasis Road Area Plan	1,794.00	Oasis Road/I-5	Retail & Other
5-87	87-376	Jack Dollard	2.70	2003 Park Marina Drive	18 u/a to OR
6-87	---	Vern Jones	2.00	2525 Hartnell Avenue	Withdrawn
7-87	---	Shasta Enterprises	45.44	3599 Rancho Rd; 5492 & 5893 Airport Rd	Denied
8-87	87-376	M & J Enterprises	.34	4140 Churn Creek Road	9 u/a to Commercial
9-87	87-376	John Davis	2.34	4850 Cedars Road	6 u/a to Public
10-87	87-376	Richard Gyuro	5.55	2723 Churn Creek Road	4.0 to 12 u/a



GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
11-87	88-298	FHK Investments Co.	20.00	55 Lake Boulevard	3.5, 9 u/a & HC to Retail
12-87	90-161	City of Redding	---	Airport Area Plan Revision	Approved
13-87	87-376	Leslie Levatz	2.75	3753; 3855 Churn Creek Road	12 u/a to OR
14-87	88-139	Nor Cal Construction	2.40	1072 Lake Boulevard	To Svc Comml & Retail
15-87	88-449	Daniel Kamisky	5.26	300 Hartnell Avenue	4 u/a to Office Commercial
1-88	88-139	Julie Arnold	2.00	2450 Old Alturas Road	3 u/a to Retail
2-88	---	Redding Woodcrest Investments	207.35	Goodwater & Rancho	Withdrawn
3-88	88-298	C. Eoff	4.30	1573 Victor Avenue	4 u/a to 6 u/a
4-88	88-298	BHS Investments	5.80	South of College View Drive; East of Hawley Road	To 9 u/a
5-88	90-400	Robert Jones	3500.00	Texas Springs Road	Adopted
6-88	88-298	Tony Trusas	6.70	2050 Branstetter Road	3 u/a to 6 u/a
7-88	89-231	Charles Jewell	.25	455 Beagle Lane	6 u/a to Retail Commercial
8-88	89-231	Paul Edgren	75.00	Howard Drive	2 u/a to 3 u/a
9-88	88-366	Simpson College	38.00	South of College View Drive	2 u/a to 3 u/a to Public Institutional
10-88	88-449	Don Lynn	9.30	2425 Marlene Avenue	2.0 to 4.0 u/a
11-88 a	90-400	Stone Ridge Partners	2.00	3597 Eureka Way	Office & Greenway
11-88 b	90-566	Stone Ridge Partners	.94	3597 Eureka Way	Office & Greenway
12-88	88-449	T. Miller	1.00	Center Street and Trinity Street	18 u/a to Retail
13-88	---	FHK Investments	31.60	East of Eastside Road South of S. Bonnyview Rd	Withdrawn

GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
14-88	89-231	Costco Wholesale	13.90	300 Dana Drive	9 & 12 u/a to Retail
1-89	90-566	Tony La Bella	385.00	Quartz Hill Road	2 & 3 u/a
2-89	---	Echo Moran	68.00	Hwy 273; Lost Road	Withdrawn
3-89	---	Knighten Construction	6.00	650 Hilltop Drive	Continued Indefinitely
4-89	89-455	Moody	36.00	2837 Twin View Blvd	Greenway to 9.0 & 6.0 Res
5-89	89-322	Douglas Bradford	21.00	980 & 1050 Old Alturas	To office Res & Retail
6-89	---	City of Redding	5.50	2900 & 2901 Old Oregon Trl	Withdrawn
7-89	89-322	City of Redding	2.86	Island Drive at Creekside Drive	To Res 3.0 u/a
8-89	89-455	Dr. Nelson	2.44	Santa Rosa at Lake Blvd	Res 3.5 u/a to Retail
9-89	---	JCMC	103.80	East Bonnyview	Withdrawn
10-89	---	Ken Pierce	.55	1589 & 1595 Canby	Denied
11-89	89-455	Kenneth F. Helm	.83	870 Hartnell Avenue	Office to Retail Commercial
12-89	91-161	City of Redding	Plan Area	Housing Element Update	Adopted
13-89	90-161	David Huber	2.16	Churn Creek Rd	Service Commercial
14-89	90-161	Barbara Shirley	.72	3600 Placer	Office
15-89	90-161	Sunset Plaza Partnership	1.28	1397 Buenaventura Blvd	Retail & Office
16-89	90-400	J. F. Shea Co.	58.00	Pit Road	Adopted
17-89	---	Creative Living	5.00	Browning Street	Withdrawn
18-89	90-400	A. L. Maxwell	1.90	1345 Dana Drive	Adopted
19-89	90-400	North State Developers/City	9.00	755 Lake Boulevard	Adopted
1-90	92-308	Ken Knighten	2.19	501 Twin View Blvd	Adopted
2-90	91-386	Peggy Kesterson	3.10	1126 Old Alturas Road	Adopted
3-90	92-308	Burk/Brewer	40.00	2199 Airstrip Road	Adopted

GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
4-90	90-400	James Gironda	34.00	Virginia Avenue/Oasis Road	Adopted
5-90	---	General Growth of California	178.00	Oasis Road	Withdrawn
6-90	90-212	Park Marina Plan	500.00	Park Marina	Adopted
7-90	90-400	Jim Maxwell	24.50	Lucky Lane	Adopted
8-90	---	Paul Edgren	5.10	2745/2761 Lowden Lane	Denied
9-90		Rob Middleton	73.00	Twin View Blvd/Churn Creek Road	Pending
10-90	91-296	Carmichael Development Co.	63.00	South of Highway 299E, East of Old Oregon Trail	Adopted
11-90		City of Redding	Plan Area	Land Use Element Update	Adopted 10/92
12-90	---	Lowell Simons	10.57	1825 Hartnell Avenue	Denied
13-90	90-566	Charles Jewell	.85	2760 Bechelli Lane	Retail
14-90	90-566	Brent Owen	2.50	393, 375, 351 Lake Boulevard	Retail
15-90	90-566	Shasta Niners	.74	4830 Cedars Road	P or I
16-90		City of Redding	525.00	Twin Tower Dr & W/o Shasta College	Pending
17-90	---	J. C. Hoffman	11.35	5160 Sunnyhill Lane	Withdrawn
18-90	91-296	Brian Burk	27.00	County	Adopted
19-90	---	Stonesfair Shasta Invest.	110.90	2923 Rancho Road	Withdraw
1-91	91-296	W-4 Limited	10.20	5051 Caterpillar Road	6 u/a to 18
2-91	---	Eagle Homes Dev.	120.00	3987 Polaris Way	Withdrawn
3-91		Jaxon Enterprises	753.00	Southwest Redding	1 u/a to 3 u/a
4-91	---	Clover Creek Flood Plain - City of Redding		Clover Creek	Withdrawn
5-91	91-386	Broderick Taylor	.77	Roseline	Greenway to Office Res.
6-91	91-296	Eagle Homes	115.00	Polaris Way	Greenway to 4 u/a



GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
7-91	91-386	City of Redding	N/A	Text Amendment LUE Add 0.2 & LI	Adopted - Text Only
8-91	91-386	City of Redding	N/A	Text Amendment Recreation Element	Adopted - Text Only
9-91	91-386	City of Redding	69.00	Riverland Drive Softball Complex	Adopted
10-91		City of Redding	3,975.00	Westside Area Plan	Pending
11-91	91-551	Triond Gen. Partnership	0.50	Hartnell Avenue at Roberts Court	Adopted 12 u/a to retail
12-91	92-186	Richard Bean	1.24	1905 Sonoma Street	3.5 u/a to 9 u/a
13-91	---	B & L Development		Lake Blvd., & Meraz	Denied
14-91		City of Redding		Conservation & Open Space Element	Pending
15-91		City of Redding		Recreation Element	Pending
16-91		City of Redding		Circulation Element	Pending
17-91	92-399	City of Redding		Housing Element	Adopted
18-91	---	City of Redding			Withdrawn
19-91	---	City of Redding			Withdrawn
20-91	---	City of Redding			Withdrawn
21-91	92-186	Ted & Judy Young	5.60	1411 Branstetter	Service Comm. to 9 u/a
1-92	92-308	City of Redding		2439 Sonoma Street	Light Industrial to Office
2-92	92-186	Sharon Green	5.00	4545 Hillmonte	9 u/a to SC
3-92		R. V. Christian		South Bonnyview	2 & 9 u/a to Retail
4-92		Jeff Mora	173.00	1649 Twin Tower Drive	0.2 & 1.0 u/a to 2 u/a
5-92	92-308	Fred Meyer, Inc.	28.00	Lucky Lane	12 u/a to Retail
6-92		Don Enloe	10.00	1391 Hartnell Avenue	9 u/a to Service Commercial
7-92		Christopher Wheeler	108.00	2265 Park Marina Drive	Rec. to Retail
8-92		City of Redding		Tierra Oaks Annexation	Pending

GPA	RES. #	APPLICANT	APPROX. ACREAGE	LOCATION	STATUS
9-92		Redding Redevelopment Agency	229.00	Benton Ranch	to Public/Institutional
10-92		Harry Hirst	.75	2770 Pioneer Drive	18 u/a to Office/Res.
11-92		City of Redding	1.00	2217-2234 Park Marina Drive	Park to 12 u/a
12-92		Redding Redevelopment Agency	4.39	1291 Dana Drive	12 u/a to Retail
13-92		North Central Development	11.50	3700 Railroad Avenue	6 u/a to 9 u/a
14-92		City of Redding	5,614.00	Upper Stillwater Area Plan	Pending
15-92		City of Redding	6,670.00	Middle Stillwater Area Plan	Pending

TABLE A5

CITY OF REDDING TEN-YEAR CAPITAL IMPROVEMENT PLAN  
GENERAL PROJECTS

GENERAL PROJECTS: PROPOSED IMPROVEMENTS - 1991 to 2001				
Name	Location	Description	Cost	Timeline
Civic Center Development	Parkview Avenue at Akard Avenue	Design & construct new City Hall Complex.	\$21,000,000	Multi-year project.
Regional Firing Range	Undetermined	Development of facility.	\$600,000	City cost estimated at \$100,000/year, 1991-92 through 1994-95. Total of \$200,000 from outside sources.
Consolidated Dispatch Center		Development of facility.	\$194,700	\$75,000 budgeted 1991-1992.
Fire Station #7	Municipal Airport	Substantial rehabilitation of existing station.		FAA funding.
Fire Station #8	New Shasta View/Hacienda Heights	New construction.	\$600,000	Budgeted 1994-1995.
Fire Station #9	To be determined.	New construction.	\$600,000	Dependent on Texas Springs Annexation.
Fire Station #10	Oasis Road & Old Oregon Trail	New construction.	\$600,000	Dependent on Tierra Oaks Annexation.
Convention Center	Auditorium Drive	Various improvements to existing facility, including acoustical shell, orchestra pit, & seating renovation.	\$680,000	Multi-year Project 1992-1995.
Solid Waste Transfer Station	To be determined.	Construction of site.	\$5,700,000	Budgeted 1992-1993.
Municipal Airport	Airport Road	Various improvements including runway improvements, expansion of restaurant, & land acquisition for north clear zone.	\$2,200,000	Budgeted 1991-1995.
Redding Cogeneration Power Plant	Clear Creek Road	Acquisition & modification of existing facility.	\$23,000,000	Multi-year Project 1991-1993.
Combustion Turbines	Clear Creek Road	Gas-fired power project to meet City's electric needs.	\$42,000,000	Multi-year Project 1992-1994.
Combustion Turbines	Clear Creek Road	Gas-fired power project to meet City's electric needs.	\$38,000,000	Multi-year Project 1994-1996.
Spring Creek Project	Northwest of Redding	Pumped storage project	\$200,000,000	Multi-year Project 1995-1999



TABLE A5

CITY OF REDDING TEN-YEAR CAPITAL IMPROVEMENT PLAN  
PARKS

PARKS PROJECTS: PROPOSED IMPROVEMENTS - 1991 to 2001				
Name	Location	Description	Cost	Timeline
Ravenwood Neighborhood Park		Park Development	\$75,000	1991-1992
Whistling Lane Park		Park Development	\$83,000	1991-1992
Enterprise Community Park	South Victor Avenue	Park Development	\$3,200,000	1991-1992
Sacramento River Trail - Phase 10	Sacramento River	Widening portions of existing trail.	\$100,000	1991-1992
Sacramento River Trail - Feeder Trails	- Mary Street - Sunset Subdivision - Sunset West Area	Feeder Trails	\$93,000	1991-1993
Ridgeview Park II		Park Development	\$79,000	1991-1992
Waverly Manor Neighborhood Park		Park Development	\$60,000	1992-1993
Boulder Creek Park		Park Development	\$200,000	1992-1993
Creekside Meadows Park		Park Development	\$75,000	1991-1992
Tourmaline Neighborhood Park		Park Development	\$75,000	1993-1994
Enterprise High School	Churn Creek Road	Pool Construction	\$300,000	1993-1994 1994-1995
Sacramento River Trail - Phase 11		Trail Extension	\$81,200	1994-1995
Sacramento River Trail - Phase 12	Benton Ranch to Civic Auditorium	New Bridge	\$940,000	1994-1995
Bedrock Park		Park Development	\$85,000	1995-1996
Riverpark Highlands Park		Park Development	\$85,000	1995-1996
Softball Park - Complex I		Park Development	\$1,200,000	1991-1992
Creekside Meadows		Park Development	\$110,000	1991-1992

TABLE A5  
CITY OF REDDING TEN-YEAR CAPITAL IMPROVEMENT PLAN

INFRASTRUCTURE  
(Page 1 of 2)

INFRASTRUCTURE PROJECTS: PROPOSED IMPROVEMENTS - 1991 to 2001				
Name	Location	Description	Cost	Timeline
Additional Wells	City-wide	Drilling of new wells.	\$500,000 each	Budgeted approximately 1 new well per two years.
Buckeye Water Treatment Plant	Spring Creek/Buckeye	Construction of water treatment facility.	\$11,280,000	1991-1994
Clear Creek Sewer Project		Interceptor-relief sewer improvements.	\$2,500,000	1991-1996
Eastside Sewer Project		Construction of interceptor-relief sewer.	\$1,700,000	1991-1993
Boulder Creek Sewer Project		Construction of interceptor-relief sewer.	\$1,150,000	1992-1993
Clear Creek Sewage Treatment Plant		Expansion of plant capacity to 6 million gallons per day.		1997-1998
Court Street Extension Project	Court Street to Riverside Drive	Extension of existing street.	\$800,000	1993-1994
South Bonnyview Improvements	South Bonnyview at Interstate 5	Widen overcrossing at Interstate 5	\$11,400,000	1997-1999 (Variety of funding sources including City, RRA, & CalTrans.)
Parkview Bridge	Parkview Avenue at Sacramento River	Construction of bridge.	\$9,250,000	1993-1998 (Funding sources include City & RRA.)
Auditorium Drive Improvements	Auditorium Drive/ Highway 44/299 East Interchange	Various improvements.	\$6,400,000	2000-2001
Shasta View Overcrossing	Shasta View Drive at Highway 44	Overcrossing construction.	\$3,600,000	1991-1993 (CalTrans Project)
Diestlehorst Bridge	Sacramento River	Replacement of existing bridge.	\$4,300,000	1991-1994 (Various sources of funding. City budgeting \$800,000.)
Dana Drive/Highway 44 Ramps	Dana Drive at Highway 44	Relocation of Highway 44 ramps.	\$950,000	1992-1993 (RRA Project)



TABLE A5

## CITY OF REDDING TEN-YEAR CAPITAL IMPROVEMENT PLAN

INFRASTRUCTURE

(Page 2 of 2)

## INFRASTRUCTURE PROJECTS: PROPOSED IMPROVEMENTS - 1991 to 2001

Name	Location	Description	Cost	Timeline
Hilltop Drive/I-5 Overcrossing Project	Hilltop Drive at Interstate 5	Widening of existing overcrossing.	\$2,700,000	Engineering work to take place in 1991-92. Construction in 1992-93.
Quartz/Keswick Transmission 115/12 kv Project	Eureka Way Substation to Keswick to Beltline Substation.	Construction of 115/12 kv loopline in northwest Redding.	\$3,300,000	1991-1995
Additional Electric Substations	Citywide	Construction of new or expansion of existing substation facilities.	\$2,000,000 each	Approximately 5-7 capacity increases planned over 10-year period.
115/12 kv Airport Area South Transmission Project	Airport 230 kv Substation serving South Airport area.	New T-line/distribution facilities.	\$2,500,000	1992-1997



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